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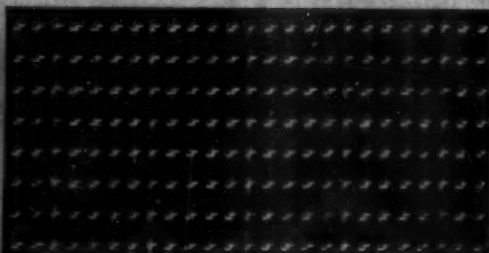
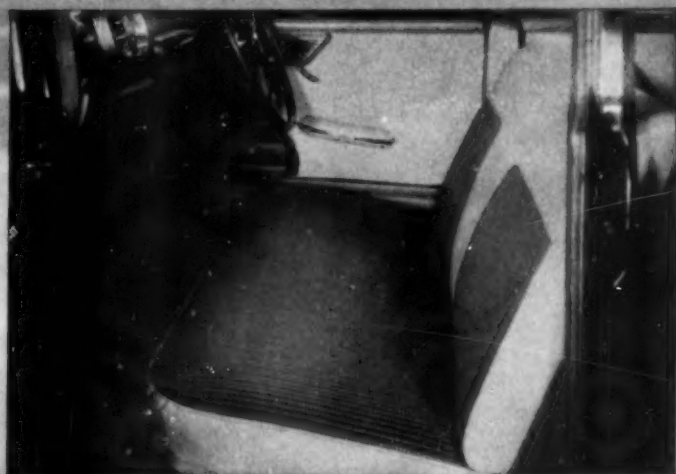
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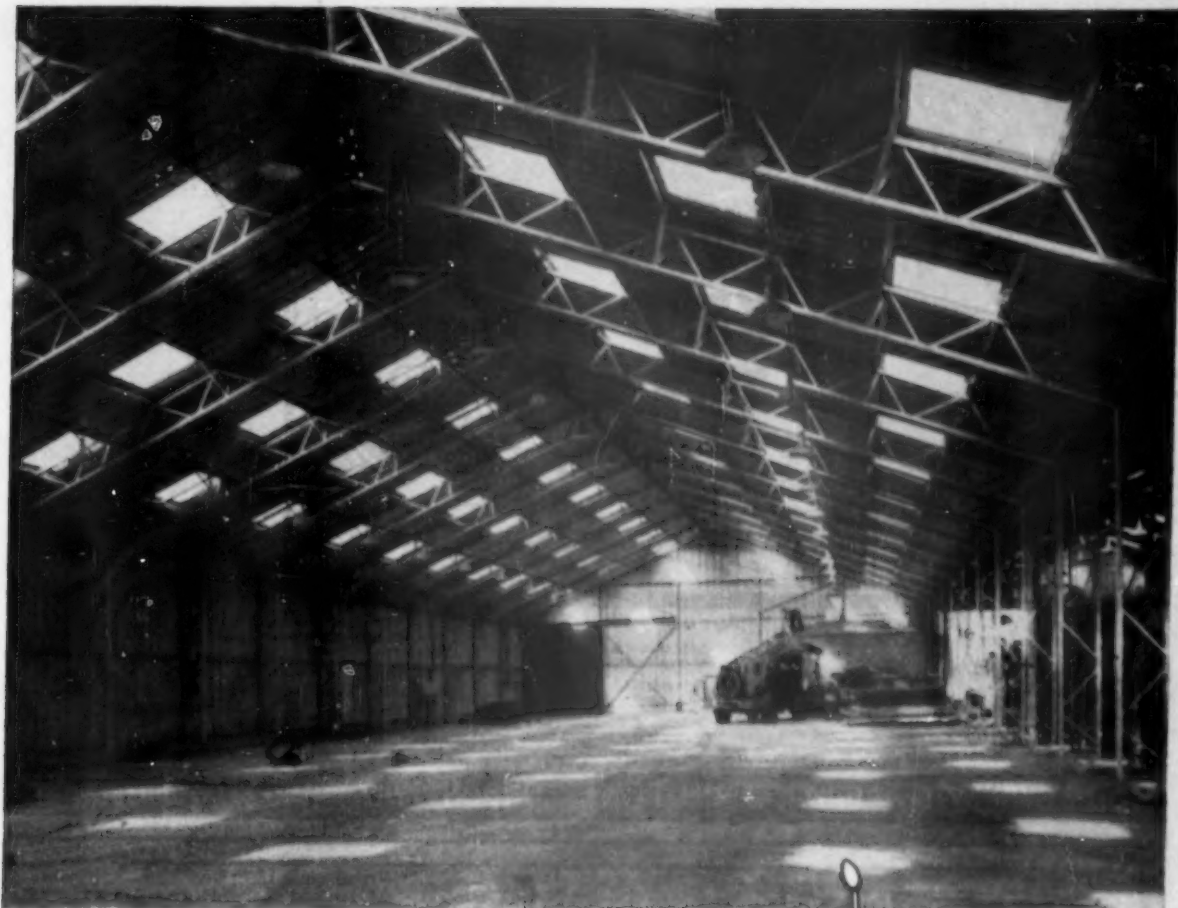


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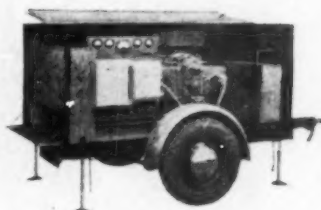
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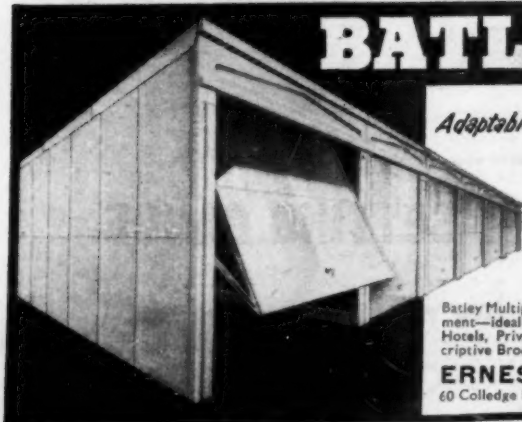
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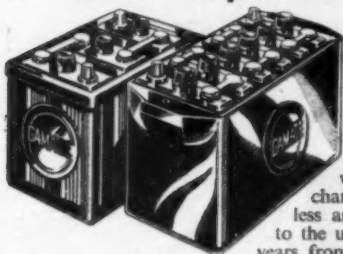
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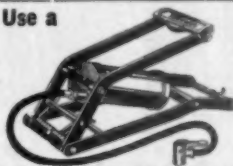
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LIFFE & SONS LTD., DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1
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HEALTH, HAPPINESS and PROSPERITY in 1958

Prospects Bright

STARTING into 1958 is, in a sense, like turning the corner into a stadium at the end of a marathon race. There is still a gruelling lap to complete and then the supreme effort of the final hundred yards to the tape, but the long drag is over—at least for this contest.

Compare the position and prospects for the motor industry now with those of just twelve months ago; there will be no need for us to enumerate the setbacks and miseries of that period at the beginning of 1957. Now, near miraculously, the motor industry can look back on an exceptionally prosperous and successful six months, with improving positions in all the important export markets.

Few makes or models are not being produced to plant capacity, and several of the most popular cars, both in the cheap and more expensive classes, still have waiting lists of customers. Prices have risen, but not by very much. This is indeed a pleasant and unusual outlook for the start of the new year.

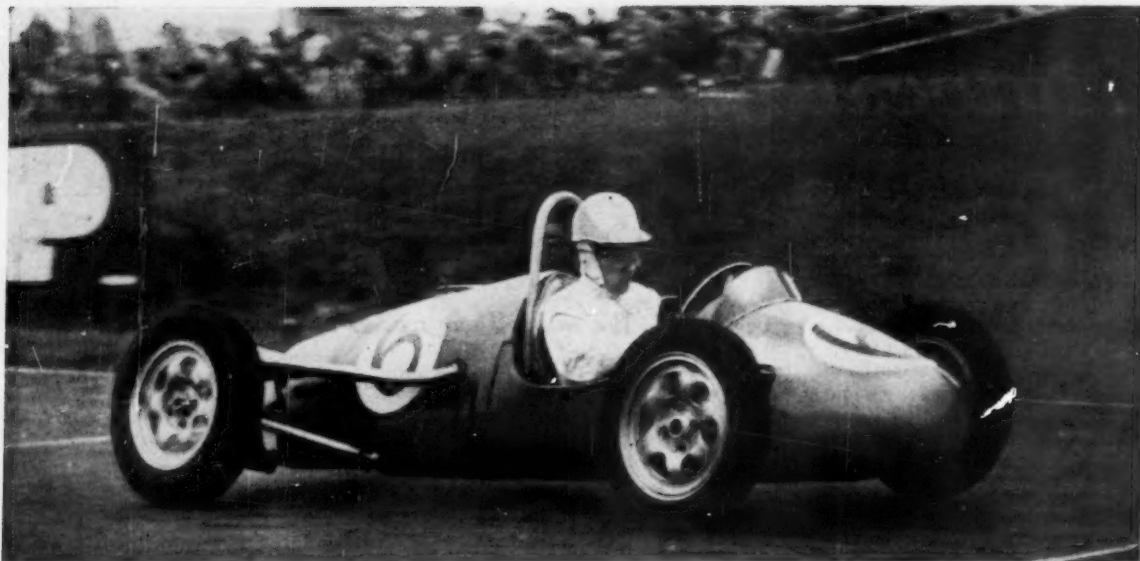
To return to our metaphor, the final hard lap of the race can be identified with the seasonal lull in home and some foreign sales during which time—in past years at any rate—some over-production takes place, short-time working here and there is unavoidable, and the new and second-hand car trades are dull. It is this period which calls for specially skilful planning in the factories, and particularly enterprising work on the part of sales organizations.

This winter many agents and dealers are being encouraged by the big manufacturers to help to cushion the flow where production temporarily outstrips demand. One scheme involves the relating of winter and summer quotas of new cars. There have also been suggestions, as in the past, for a seasonal price differential to encourage winter purchasing.

Fortunately export markets do not all have flat spots during the home winter months and this helps to even out the production humps and depressions as the proportion of vehicles exported increases.

There is little doubt that the industry will stay the course with few hardships and less trouble and effort than in any year since normal markets returned, and it will be better prepared to face the new high season which opens around Easter time. This success story is to the credit of the industry itself—and with very little thanks at all to the Government.

When our national affairs have been sorted out and, we hope, organized more efficiently, perhaps it will not be too much to hope for some relaxation of restrictions, and a climate which will enable motor manufacturers to reduce their prices, and so compete even more successfully in foreign countries.



One of the day's outstanding drives was by A. T. Skelton (Martin-Norton), who won the junior formula 3 race on a wet course at over 67 m.p.h.

Brands-Fast and Festive

ABSOLUTE AND SALOON CAR LAP RECORDS FALL

YOU might be forgiven for imagining that the Boxing Day meet at Brands Hatch was purely a light-hearted affair, at which to blow away holiday hangovers—and winter cobwebs off the cylinder blocks. Proof that some people at least had gone to win races was provided by Jack Brabham and Tommy Sopwith, who lowered the absolute and production saloon lap records respectively.

This event is a particularly enterprising one in view of the seasonal vagaries of the weather—there might well have been snow, ice, fog, bitter cold, or just rain. In fact, although the early races were run on a damp surface, it dried rapidly and neither the drivers nor some 15,000 spectators suffered. An appropriately brief programme, to suit festive temperaments and the limited winter daylight quota, comprised seven 10-lap races, the first (at 12.45 p.m.) for the junior formula 3 contingent—those who have not been placed three times first, second or third in any open 500 c.c. event.

In this, A. T. Skelton went into the lead during the first lap with the Martin-Norton, and had the legs of the opposition to the chequered flag—a most impressive display. Pollard (Arnott-J.A.P.) held second place for two laps, but first Koring's Smith-J.A.P., then Zain's Flash Special, and finally Henrotte's Ettorne-Norton overwhelmed him.

There followed a dice for sports cars up to 1,100 c.c.—all Coventry Climax-powered—in which Zains benefited for a lap and a half from a competent start; then he and Lewis (Lotus) went adrift on the descent from Druids. Now, a rule-of-the-day proclaimed that anyone who left the road with more than three wheels (four, for instance) might not re-start in case he brought mud on to the course.

Lewis still qualified for a re-start, but in so doing he spun again through over-eagerness and took altogether to the grass; Zains later trickled home, along the middle of the course, to retire. Mike Costin (Lotus) thereupon took the lead, pursued at ever-increasing distance by Prior's Lotus, while the rest were also-rans, none less than half a lap behind.

Cars complying with the Autosport standard production sports car championship qualifications next played their piece, and here W. E. Wilks, in a Frazer-Nash Le Mans replica wearing funny, old-fashioned mudguards, struggled desperately to hold off Williamson's Ford-engined Lotus. Williamson tried and tried to take him on the insides of bends, and the commentator's imminent apoplexy was saved only when the Lotus spun off during lap six, just after gaining the lead—on the inside of the left-hander below Druids.

Prior's Lotus-Ford next gave chase, but just as it seemed he might make it, he disappeared from view of the grandstand behind the trees at Druids, and Wilks was in the money.

Saloon car races always give good value; this time the competing cars ranged from two Equipe Endeavour 3.4 Jaguars (both with disc brakes) to a blown 600 Fiat, but you never can forecast safely whether the Goliaths are a match for the Davids.

Tommy Sopwith gave a breath-taking display of skill and resolution—enjoying to the full the only sort of racing he is now allowed, and not slackening off to keep the rest of the field in sight. His Jaguar's exhaust sounded distinctly fruity, and both Jaguars heaved slowly up and down like boats riding a swell, as they swept along the grandstand straight at very high speed.

Behind Sopwith was fought a three-cornered battle between Sir G. Baillie in the Equipe's other Jaguar, Mackay's blown Ford Anglia and Scott Brown suffering rare indignity in an Alfa Romeo 1900—in that order. The Ford's uncommon urge was matched by its cornering powers and driver's ability; time and again he tried to overtake the Jaguar on the inside at Kidney Bend whilst Scott Brown attacked from the outside. Each time the Jaguar escaped as the bend's radius eased, but after ten laps it had gained not an inch.

Farther back in the field, John Sprinzel kept his supercharged A.35 Austin ahead of Foster's Borgward Isabella. A Riley 1.5 was making its maiden appearance in an event of this nature, but was unplaced. This was the sort of entertainment a receptive body of spectators had come to see, and there was a jubilant chorus of motor horns during the slowing-down laps.

For the *formula libre* race, Brabham drove Rob Walker's formula 1 2-litre Cooper-Climax, soon on its way to the Argentine to be driven by S. Moss. This proved wonderfully stable and sounded crisp as a new banknote; breaking the lap record looked easy the way Brabham did it.

In the distant wake of the super Cooper there was an exciting scrap between Innes Ireland's Equipe Endeavour formula 2 Cooper (1½ litres) and the new Willment sports car, making its second appearance in competition in the hands of Stuart Lewis-Evans. Certainly the Willment seems to have found its form, and Lewis-Evans kept it on the single-seater's tail right to the chequered flag.

Race 6 for the Christmas Trophy was

a Lotus-Cooper-Elva affair, all 1,100 Climax-powered. Ian Raby in the sole Cooper was quickly challenged for the lead by Graham Hill in a works Lotus, while Archie Scott Brown in the Elva tried like anything to join battle with them, but could not close the gap. On the second lap Cliff Allison and Clarke bumped Lotuses west of Druids and bent their petals. Scott Brown, too, was having his moments, but flicked out of them as quickly as they occurred.

Then, during lap 7, Raby spun at Druids and Hill shot into the lead. Raby recovered quickly, but soon the Elva was in trouble and Archie was overhauled by Campbell-Jones' Lotus before coasting across the finishing line.

Another formula 3 race completed the programme. In this A. V. Cowley (Cooper-Norton) led from start to finish, pursued throughout by Don Parker in another Cooper-Norton. There were some avoidances when two more of the same breed went for a spin without leaving the fairway below Druids.

Mike Hawthorn was there to present prizes, looking very country gentleman in pest-control cap, broad check jacket and khaki leggings; finally, there was a fire-work display which produced the largest cloud seen this side of Eniwetok Atoll. The 1957 racing season was well and truly over.

RESULTS (all races 10 laps of 1.24-mile circuit).

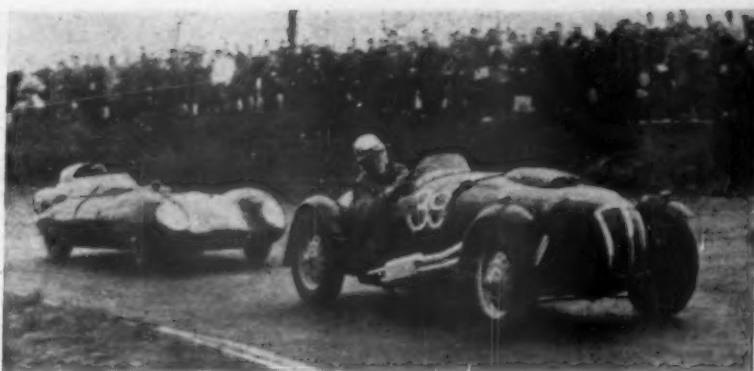
Junior formula 3 race: 1. Martin-Norton (A. T. Skelton), 11min 30.4sec, 64.96 m.p.h.; 2. Smith-J.A.P. (E. V. Koring); 3. Flash Spl (A. Zaini). Fastest lap: A. T. Skelton, 66.4sec, 67.23 m.p.h.
Junior race for 1,100 c.c. sports cars: 1. Lotus 1,096 (M. Costin), 11min 2.2sec, 67.41 m.p.h.; 2. Lotus 1,096 (R. N. Prior); 3. Elva 1,096 (M. B. McKee). Fastest lap: M. Costin, 64.2sec, 69.53 m.p.h.

Series production sports car race: Over 1,500 c.c.: 1. Frazer-Nash 1,971 (W. E. Wilks), 11min 41.4sec, 65.64 m.p.h.; 2. Triumph 1,991 (R. F. North); 3. Healey 2,443 (A. Lanfranchi). Up to 1,500 c.c.: 1. Lotus-Ford 1,172 (J. Lawry), 11min 51.4sec, 62.75 m.p.h.; 2. M.G. A 1,459 (J. Hayles); 3. M.G. A 1,459 (C. Shovel). Fastest lap: Lotus-Ford 1,172 (R. N. Prior), 68sec, 65.65 m.p.h.
John Davy Trophy Race, for production saloons: Over 1,500 c.c.: 1. Jaguar 3,442 (T. E. B. Sopwith), 12min 4.6sec, 61.61 m.p.h.; 2. Jaguar 3,442 (Sir G. Baillie); 3. Ford 1,172 s (A. J. C. Mackay). Up to 1,500 c.c.: 1. Borgward 1,493 (A. T. Foster), 12min 56.4sec, 56.21 m.p.h.; 2. Ford Anglia 1,172 (J. M. Young); 3. Ford Anglia 1,172 (G. M. Jones). Fastest lap: T. Sopwith, 70sec, 63.77 m.p.h. (saloon car record).

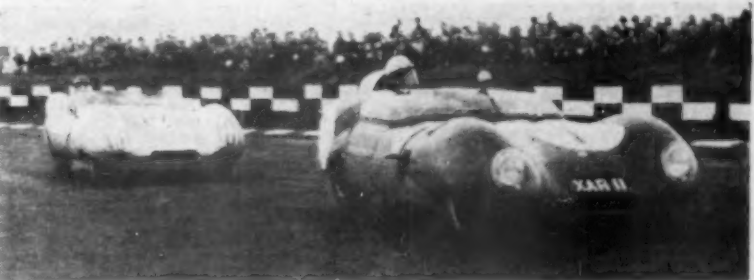
Formula Libre Race, for sports or racing cars, any capacity: 1. Cooper-Climax 1,996 (J. Brabham), 10min 15.4sec, 72.54 m.p.h.; 2. Cooper-Climax 1,475 (I. Ireland); 3. Willment-Climax 1,475 (S. Lewis-Evans). Fastest lap: J. Brabham, 58sec, 75.92 m.p.h. (absolute course record).
Christmas Trophy Race, for sports cars over 1,100 c.c.: 1. Lotus-Climax 1,096 (G. Hill), 10min 22.2sec, 70.61 m.p.h.; 2. Cooper-Climax 1,096 (I. E. Raby); 3. Lotus-Climax 1,096 (M. J. Campbell-Jones). Fastest lap: G. Hill, 62sec, 70.61 m.p.h.
The Yuletide Trophy Race (formula 3): 1. Cooper-Norton (A. V. Cowley), 10min 50.2sec, 68.66 m.p.h.; 2. Cooper-Norton (D. Parker); 3. Flash Spl (A. Zaini). Fastest lap: A. V. Cowley, 63.4sec, 70.41 m.p.h.

Jack Brabham captured Scott Brown's (Connaught) circuit record in Rob Walker's 2-litre Cooper-Climax. Brabham already holds the formula 2 record

Anglia with forced induction versus Jaguar with disc brakes: Sir G. Baillie and A. J. C. Mackay fought nose-to-tail, for 10 laps. Use of a supercharger entailed eviction to the upper (capacity) class



Above: G. H. Williamson (Lotus-Ford) scrapped hard for the lead with W. E. Wilks (Frazer-Nash) in the series production sports car race. When Williamson spun, Wilks won. Below: Winner of the junior 1,100s, Mike Costin (Lotus) led from Prior's Lotus almost from start to finish





Ford Director's New Post

HIS appointment as a whole-time lay member of the new High Court-Restrictive Practices Court has obliged Sir Stanford Cooper to resign his office as a director of the Ford Motor Co., Ltd. He took up his new post on Wednesday. Sir Stanford's service with Ford started 38 years ago; he was knighted in 1945, and was the company's first Secretary—an appointment which he held until 1939, when he joined the board. He became a managing director in 1941, and was vice-chairman from 1948 to 1955, when he retired but continued to serve as a director.

Carnet Reminder

AS a reminder, carnets are no longer needed for touring in Switzerland, Sweden and Germany, as from 1 January. In addition, they are no longer needed in Austria, which dispensed with them on 1 August.

Porsche Output Up

PORSCHE production figures for 1957 showed an increase of 21.2 per cent over the previous year, at well over 5,000. During October the twenty-thousandth Porsche left the assembly lines. Three-quarters of the total output is now being exported—50 per cent to the U.S. and most of the remainder to France, Switzerland, Belgium, Sweden, Austria and Italy.

A notable feature of the Porsche organization is that nearly 40 per cent of the 845 employees are engaged in the design and research departments, and during the past year there has been a great increase in technical co-operation with the Volkswagen factory at Wolfsburg.

French Prices Up

ALTHOUGH Citroën, Renault and Simca have increased their new car prices in France, the prices of these cars over here have not been affected so far. The increases in France average 4 to 5 per cent, and take effect immediately.

Two Million Volkswagens

LAST Saturday the two millionth Volkswagen was made. In the whole of last year production totalled 470,589, compared with 395,690 in 1956. Exports numbered 269,198. The first million Volkswagens took ten years to manufacture, but the second million has taken considerably less time—two years and five months. The official announcement from the company includes the statement: "... The basic construction and outer shape of the Volkswagen will remain the same for many years to come. ..."

Next Week's Features

- ★ ROAD test of the Mercedes 190SL.
- ★ ILLUSTRATED description of a new model from a major manufacturer.
- ★ SECOND part of the Technical Editor's review of fuel injection.
- ★ MOTORING in the Rhodesias with a Rover 90.
- ★ WEEKLY review of accessories and tools; and all the other regular features.

Exhibition Continues

YESTERDAY the R.A.C.'s *Age of the Motor Car* exhibition was due to open in Norwich, where it will be on display until the evening of next Saturday, 11 January, at the premises of the Norwich Motor Company in Prince of Wales Road. The exhibition, which commemorates last year's diamond jubilee of the R.A.C., so far has been seen by 125,000 people; it will next move to Hull.

St. Gotthard By-pass

IN Switzerland the scenic Lukmanier road, which links the Grisons with the Ticino, is being adapted to modern requirements. In addition to widening to 27ft throughout its length, it will be provided with several shelter galleries to prevent obstruction from avalanches. It will thus become not only the most important by-pass of the St. Gotthard mountain pass, but also one of the few trans-Alpine roads to be kept open to traffic all the year round.

Hire Purchase Rules

STARTING at the New Year, legislation has come into force which is calculated to make it easier for buyers to see exactly what terms are being offered to them under hire-purchase facilities on goods offered for sale. Under the Act, traders who wish to give any details of either the deposit or the instalments must set out full particulars of the basic terms. In particular, they must not highlight unduly the more attractive items in the terms.

This new ruling will apply to all goods, and it will have the worthwhile effect for motorists that new or used cars may not now be exhibited for sale with the deposit figure shown prominently on the windscreen while the total cash price remains inconspicuous in tiny lettering, or is not shown at all.

New Year Honours

ONCE again—as last year—the New Year Honours contained little or no recognition for the services of leaders of the industry. But Mr. N. A. Gass, chairman of the British Petroleum Co., Ltd., was awarded the K.B.E., and Viscount Nuffield became a Companion of Honour. Mr. Gass was a member of the mission to Teheran in 1951 when the then Persian government nationalized the oil industry; he had previously served in Persia with the Anglo-Iranian Oil company until 1934. He became chairman of B.P. early last year.

Mr. C. W. Evans, under-secretary to the Ministry of Transport, was appointed a Companion of the Bath.



BELGIAN ACHIEVEMENT: King Baudouin of Belgium cuts the ribbon to open the Louise Tunnel in Brussels. The ceremony marked the completion of the two-year £15,000,000 improvement programme on the roads of Brussels, described in *The Autocar*, 15 November 1957

Plastic Bollard

PRIZE-WINNING design at the annual competition for the Worshipful Company of Horners' Award, 1957, was an illuminated "Keep Left" bollard moulded in plastic. Similar in shape to the usual metal bollards used on road islands, it has no breakable parts (apart from the lamps) and would cause a minimum of damage in the event of an accident. It was designed by Mr. B. Smith, of Ekco Plastics, Ltd.

Another Fiat Ship

FOLLOWING the introduction of Fiat's "garage-ship," which has been in service since May 1957, another ship which has been specially equipped to carry nearly 1,000 uncrated Fiat cars across the Atlantic is about to leave Genoa. The first of these was called the *Italterra*, and the new ship is the *Italmare*; construction of a third Fiat garage-ship—the *Italvega*—is planned.

Films for Road Safety

BETWEEN 11 and 18 January Wilsons Motor Schools are to run a road safety film week at their Brixton, London premises. The programme will start at 7.30 p.m. each evening, and will include, in addition to those on road safety, films of an Austin A.35 fuel consumption test, a tour of Southern Britain in a Standard, the *Rallye des Alpes*, the Tulip Rally, and the 25th Monte Carlo Rally. Many of the films are in colour. There will be no charge for admission, though visitors will be asked to pay 1s towards the local Spastic and Polio organizations. Free tickets may be obtained from Wilsons Motor Schools, 36, Acre Lane, London, S.W.2, telephone Brixton 4011.

Mr. L. F. Dove

WE regret to record the recent death of Mr. L. F. Dove, chairman and managing director of the L. F. Dove group of automobile companies in South London and Surrey. He was trained at the Austin Motor Co., Ltd. after the first war, and started his own business in 1925. The L. F. Dove Group has distribution rights for Austin cars and commercial vehicles. Mr. Dove was 57.

BEN Ice Night

MONDAY, 3 February, will be the Motor and Cycle Trades Benevolent Fund benefit night at the Empire Pool and Sports Arena, Wembley, Middlesex. The show, which is on ice, features international stars and is called *Winter Wonderland*. Tickets will be available to members of the trade, their families and friends, at special reduced rates, ranging from 3s 6d to 10s. The performance starts at 7.45 p.m.

Standard Newsletter

JUST before Christmas all of the 10,500 employees of the Standard Motor Co., Ltd., received a newsletter from the managing director, Mr. A. S. Dick, and a copy of Lord Tedder's statement, posted to their home addresses. It was part of a new move to keep employees in touch with the company's activities and



VICTOR WINNER: at the showrooms of Harry Dandos, Vauxhall dealers of Chipping Sodbury, Gloucestershire, Mr. and Mrs. Matthews receive the Vauxhall Victor which they won in the recent Win-a-Victor competition. Left, shaking hands with Mr. Matthews, is the Duke of Beaufort. Winning order of the car's features was: synchromesh on all gears, road-holding, low price, and roominess

New Snow Plough

THIS month the first of a new type of snow plough of American design has been delivered to the Ministry of Transport's highway engineering branch. It is powered by two diesel engines which develop a total of 300 b.h.p., and is designed to clear a 9ft-wide path through drifts of snow up to 12ft deep. It "blows" the snow clear of the road at a rate of 12 to 22 tons a minute.

More Cars in Germany

WEST Germany's car population has increased by more than 20 per cent in the past year, to a current total of 2,300,000. About 75 per cent of these cars are younger than 1951, and half of them were made after 1954. One-third of the total are Volkswagens. The density of cars has risen from 40 per 1,000 citizens a year ago, to 49.



THE NATIONAL BOAT SHOW is now open at Olympia, London, until 11 January (excluding Sunday). One of the exhibits there is this Beaver trailboat: it folds into two parts for towing, when it can also serve as a covered trailer

TRIUMPH TR3 REVISED

Improvements in Styling and Equipment—Plus a Small Price Increase

FOR the new year the Triumph TR3 sports car carries a new and wider grille to guard its air intake; it has a coarse, rectangular-patterned mesh and is of polished aluminium. Combined parking and signalling lamps are recessed into this grille—spaced not widely enough to give other traffic a full measure of its width at night; moreover, from some angles they are masked by the overriders.

By recessing the head lamps slightly into the front body panel it has been possible to reduce their fairings and to give them a less aggressive prominence. Between them the name Triumph now is spelt out above the grille in bold letters.

Lighting arrangements at the rear also have been revised, and include flashing signals independent of tail and braking lamps.

In the interior, the seats have been

Detail refinements for the TR3 include a wider grille, less prominent head lamps, external door handles and improved seating. Wire-spoked wheels and white-walled tyres are extra equipment



modified to give extra support and comfort, and the luggage space behind them is now padded and trimmed in pleated leathercloth. The central instrument panel is finished in black lustre, and the cubby-hole on the fascia has a lockable lid. Handles with locks are now fitted to the doors and luggage boot lid.

Henceforth all road wheels—pierced-disc or wire-spoked—will be finished in aluminium paint.

No mechanical changes are to be incorporated at this stage, but it is worth recalling that the TR3 is one of the few makes having disc brakes (in this case by Girling) at the front.

A £19 increase in basic price brings the figure for the open two-seater to £699, and the addition of £350 17s purchase tax makes a total for U.K. buyers of £1,049 17s. The hard top version is up from £715 (basic) to £734. With £368 7s purchase tax, its price in this country is £1,102 7s.

WESTMINSTER COMMENTARY

Motoring Offences. A further rise in the number of motoring offences is revealed in the Home Office return for 1956. The total for the year was 712,962—the highest on record, and an increase of 69,107 (or 10.7 per cent) over the previous year's total. Convictions rose by 55,703 to 482,018—13.1 per cent more than in 1955.

Among the offences which showed large proportional increases in the number of convictions were those for exceeding the speed limit in a built-up area (71,254 compared with 63,331), obstruction (65,258 compared with 57,031), and driving or being in charge of a vehicle while under the influence of drink or drugs (3,541 compared with 3,068). The income from fines passed the million-pound mark during 1956 to a total of £1,119,542, compared with £906,915 in the previous year. Prison sentences were awarded to 1,305 motorists, an increase of 119, and the number of disqualifications rose by 2,783 to 27,321. The police dealt with 210,688 cases by issuing written warnings, representing nearly 30 per cent of the total offences.

Purchase Tax. The net yield from pur-

chase tax on cars alone is now £94,000,000 a year. Purchase tax will be a problem when the European Free Trade Area becomes a reality; but unfortunately, as Sir Leonard Lord has pointed out, the view seems to persist in Government circles that home sales are made at the expense of exports, and not as a foundation for them.

Street Lighting. Divisional road engineers, in conjunction with highway authorities, are being asked to make a survey of street lighting on all trunk and classified roads as a first step to considering what action can be taken to deal with the lack of uniformity in lighting. This enquiry will take about four to six months. In the meantime, the Ministry is asking local authorities to get together to form some kind of joint advisory body to co-ordinate street lighting. Mr. Nugent intends to call a conference of London Municipalities to set up such a body.

New Cars. The number of new car registrations during the 12 months ended 31 October 1957 was 388,188.

Great North Road. Since July 1957 10 miles of new dual carriageway have been opened to traffic on the Great North

Road. Work is in progress on a further 23½ miles. Mr. Watkinson expects that about 70 miles of dual carriageway will be opened by the end of 1959, and at that time a further 70 miles will be under construction.

Tyne Tunnel. Among several major schemes of which Mr. Watkinson is considering relative priorities for early approval in the road programme, is the Tyne Tunnel.

Three-year Licences. Issues of three-year licences are being confined to those with surnames from A to F, and Mr. Nugent has made it clear that the reason for staggering the changeover is to avoid the staff problems which would result if nearly all licences came up for renewal every third year, as would occur if they were all changed simultaneously.

Hammersmith Flyover. The L.C.C., with the agreement of the Hammersmith Borough Council, is now willing to go ahead with the scheme for a flyover at Hammersmith—an important and necessary part of the Cromwell Road extension. Mr. Watkinson hopes to make a 75 per cent grant towards it in the next financial year.

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* A Universal kit is supplied for those not listed.

VEHICLES	STANDARD	DE-LUXE
Austin A.30 and A.35. Ford Anglia and Prefect 54-57. Morris Minor. Hillman Minx. Standard Vanguard. Vauxhall LIP and EIP Models. Wolseley 1500	£9.5.0	£12.5.0
Morris 10, 12 series 111. Renault Dauphine. Riley 1½ and 2½. Rover 10, 12, 14, 16. Standard 10 and 12. Wolseley 10, 12 series 111, etc.	£10.10.0	£13.10.0

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* De luxe models in grey, cream or black, complete with Ranco thermostatic control are from £12/5 (the Ranco valve can also be purchased separately for £2/2).

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MOUNTAIN CHAMPIONSHIP

A Review of the Six 1957

European Hill Climb Events

WHEN speed hill climbs were at the zenith of their popularity in 1930, the first European Hill Climb Championship was held. At that time Hans Stuck, Rudolf Caracciola, the almost-forgotten Hans Joachim von Morgen and Juan Zanelli, the Spaniard, were the biggest names in this branch of the sport, which was then considered almost of equal importance to Grand Prix racing. Oddly enough, the championship was soon discontinued, yet hill climbs prospered all the same. Throughout the "German era" of motor racing it usually was Auto Union rather than Mercedes which took the top honours, while Mario Tadini did his best to keep the Alfa Romeo flag flying.

The post-war years, however, saw a sad decline in hill climbs, and the big racing teams no longer took part in these events. It was not until last year that the F.I.A. took action to stop this downward trend. A European Hill Climb Championship was revived in order to provide an incentive, in 1957, after a pause of 25 years. In an effort to interest the biggest possible number of competitors—both works and private alike—the regulations stipulated sports cars up to two litres. As British and German 1500s had proved capable of holding their own against the present Italian 2-litre models this also ensured a "balance of power."

Freiburg Prelude

Actually it was the *Allgemeiner Deutscher Automobil-Club* (ADAC) who had taken the initiative with the suggestion of a renewed Hill Climb Championship. Knowing that their idea would present certain problems, they called a conference of the six clubs organizing championship events, very appropriately choosing Freiburg as a meeting place. Most of the famous hill climbs are quite far from big cities, and some are situated in absolutely out-of-the-way Alpine country. Gate money, therefore, tends to be rather limited, which does not facilitate the financial aspects of the championship. An agreement was reached amongst the organizing clubs not to concede any starting money but to build a fund from which £5,000 of prize money would be paid out to the first six in the final championship results (£2,000 to the champion and *pro rata* down to £200 for sixth place).

Curtain-raiser of the 1957 championship was to be the A.C. Vauclusien's traditional Mont Ventoux hill climb, first held in 1902 when P. Cauchard won the event at an average of 29.6 m.p.h., in a Panhard. Half a century later, Robert Manzoni at the wheel of a 2-litre Gordini negotiated the 13.4 miles of mountain road in 13min 17.1sec at a speed of 60.5 m.p.h.—more than twice the 1902 figure. This was the record waiting to be attacked by works entries from Maserati and Porsche. The Italian firm

SALSBURG-GAISBERG, 15 August: Above, W. P. Daetwyler (Maserati 200SI), outright winner and Hill-climb Champion. Below: Hans Herrmann, wearing a borrowed crash helmet, scoring second f.t.d. in his RS Borgward



sent but one car, a rather special 2-litre 4-cylinder similar to the "tipo 200 SI" but fitted with a Maserati 150S body. This car was entrusted to Willy Peter Daetwyler, of Switzerland, described in the French press as *spécialiste des escalades* which, in the course of the championship, he very much proved to be.

Daetwyler had started his racing career with his fabulous blown 4.5-litre Alfa Romeo of 1938 vintage, winning the Swiss championship for some years running before changing over to a Monza Ferrari in 1955, then signing up with Maserati as a works driver for the hill climb championship. Porsche entered three cars for Maglioli, Barth and von Hanstein, but the experimental RSK could not be got ready after Maglioli's Le Mans crash. Huschke von Hanstein, therefore, was a non-starter, resuming his usual post of competitions manager.

Although Maglioli was fastest in practice, Daetwyler won the event, bettering the old record by no less than 37.6sec and exceeding the magic 100 k.p.h. by a handsome margin. Maglioli and Barth were second and third, while Attilio Buffa

was fourth with his private Maserati 200 SI, just ahead of Giulio Cabianca's Osa 1500. There was but one Ferrari, a private Testa Rossa 2-litre, which could do no better than seventh, behind Heinz Schiller's private Porsche 1500 RS. Only British entrant in the sports car category was Dan Margulies in a Lotus; he won the 1,100 c.c. class yet could not, of course, keep up with the bigger machinery.

Borgward Come-back

And so to the Upper Rhine Valley, for the Freiburg-Schauninsland Hill Climb; Porsche meant to win on their home ground, preparing two new engines bored out by 2.5 mm to give a swept volume of 1,586 c.c. These engines, installed in normal Spyder RS models, were for Maglioli and Barth, while the rebuilt RSK (with 1,498 c.c. engine) was given to Gino Munaron, hitherto seen at the wheel of a Ferrari Testa Rossa. The cars from Stuttgart swept the board, scoring a one-two-four victory, the day's winner being Edgar Barth, formerly No. 1

The European Hill Climb Championship . . .

driver of the now-defunct East German AWE-team.

The big surprise came from Borgward, the Bremen firm suddenly returning to the racing scene. Two 1500 sports cars appeared at Freiburg, to be driven by Hans Hermann and Schulze, a young and daring German driver. The latter crashed his car during practice, leaving Hermann to a lone fight against Porsche and Maserati. The former Mercedes and Porsche driver acquitted himself very well indeed, scoring third place on a car entirely unfamiliar to him.

It is interesting to note that the Borgward H 1500 RS as raced in the hill climbs this year was not a new model but, rather, a reworked edition of the cars that ran at Solitude in 1956. The real new Borgward appeared briefly early in 1957 at Spa, where it crashed, and it was completely wrecked in trial runs at Nürburgring some weeks later. Even with their "old" cars Borgward did remarkably well this season, and no major fault was evident apart from recurring clutch trouble. The Borgward has a 4-cylinder engine with four valves per cylinder, two o.h.c., Bosch fuel injection, and a de Dion rear axle.

Daetwyler in the Maserati retired during the first climb with a puncture due to touching a kilometre marker stone. Consequently he did not feature in the results as these were based on aggregate times of both runs. No. 2 driver of the Maserati team, Adolfo Tedeschi, did not feel at home on the wet and slippery Schauenland road and had to be content with sixth place, while Buffa in the private Maserati managed to get ahead of the works entry. Bruno Ruffo, twice motor cycle world champion, started his four-wheeled career with eighth place in another Maserati, while Peter Monteverdi came seventh—as at Mont Ventoux—in his private Ferrari. Peter Ross, only British entrant in an 1100 Lotus, crashed his car and had to retire.

The Gaisberg Accident

One of the mountains overlooking Salzburg is the Gaisberg, where big international meetings were held from 1929 to 1933 in the days of the famous Austro-Daimler *Bergmeister*. Here, at the time of the Salzburg Festival, the OASC organized the Austrian Mountain Grand Prix, third round of the championship. Maglioli and Barth, leading with 14 points each to Daetwyler's 8, set out for a reconnaissance tour in a Porsche Carrera with Maglioli at the wheel, on the day before official practice. Coming

downhill after their trial run, they were rammed by a local driver who apparently lost control of his car. Both Porsche drivers were rushed to hospital, where the unfortunate Maglioli was to stay for four months, with two broken legs and other injuries. Barth suffered from a broken jaw which put him out of action for two or three weeks—just enough to ruin his chances.

That was a terrible blow for Porsche indeed, for all the points gained by Maglioli and Barth were irretrievably lost, this being a drivers', not a manufacturers', championship. Even though Richard von Frankenberg and Huschke von Hanstein took the wheels of the two 1,586 c.c. Spydres, the championship was virtually lost.

Willy Peter Daetwyler won quite comfortably by about five seconds per climb from Hans Hermann, whose Borgward handled beautifully on the hard-surfaced, though very bumpy, Gaisberg road. Richard von Frankenberg was third, followed by Giulio Cabianca, who, after having entered his private Osca 1500, signed up with Borgward for the rest of the season. Huschke von Hanstein took fifth place despite a spin, while Bruno Ruffo, evidently getting the hang of driving on four wheels, came in sixth.

For the first time in one of the championship *Bergrennen* a 1500 Lotus took part, driven by Charles Moran, the American F.I.S. delegate. Unfortunately, carburettor trouble prevented the car showing its true paces.

Porsche enlarged one engine still further to 1,680 c.c., preparing a car for Count von Trips, who had just recovered from his Nürburgring crash when driving a Gran Turismo Ferrari. This RS 1700 was sent to Switzerland for the Tiefencastel-Lenzerheide Hill Climb, together with the Porsche RSK 1,586 for Richard von Frankenberg, and a third works car of 1,498 c.c. to be raced by Heinrich Walter, a local driver.

The event proved to be quite a Porsche day, Wolfgang von Trips recording fastest time of day at an average of 67.6 m.p.h. (106.1 k.p.h.), which made Lenzerheide the fastest mountain of the entire series. Although not directly comparable due to slight modifications of the track, it is interesting to note that Rudi Fischer's record (formula 1 Ferrari in 1952) stood at almost exactly the same speed.

Von Frankenberg and Daetwyler tied for second place, both drivers racing under a severe handicap. While the Porsche RSK is yet to reach the normal RS Porsche's standard of roadworthiness, Daetwyler's Maserati suffered from burnt exhaust valves. The two Borgwards came in fourth (Hermann) and fifth (Cabianca), the cars proving none too stable at higher speeds on the straight.

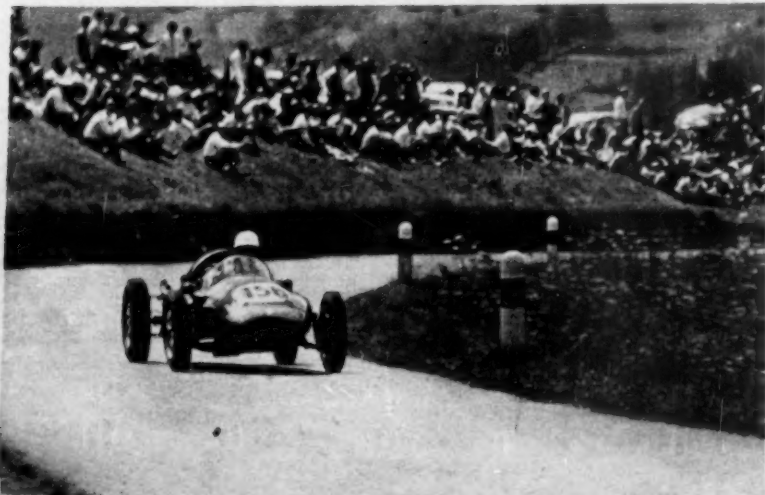
Walter's works Porsche was sixth, ahead of Buffa's Maserati, while Sir Gawaine Baillie was tenth in the championship class, driving a Lotus 1500. There was, however, another British performance providing food for thought: Tommy Sopwith—sixth fastest of the day—won the racing car category regardless of class in his formula 2 Cooper from a Porsche RS (minus Appendix C equipment) and a Grand Prix Maserati.

It seems a great pity that neither Cooper nor Lotus took part in the Hill Climb Championship, as these cars with their excellent power/weight ratio should have been very serious contenders for the title. The opinion was voiced that the late Ken Wharton, who was held in such high esteem among continental hill climb drivers, would never have let such a chance go by.

Daetwyler by now had accumulated 17½ points against Maglioli and Barth's 12 each, and Hermann's 10 (points are won on an 8/6/4/3/2/1 basis if there are more than 15 starters in the championship class, and at lower rates for a lesser number of participants) and his chances to win the title were high indeed.

Daetwyler Wins Championship at Gt. St. Bernard

The Aosta-Gran San Bernardo Hill Climb, taking the place of the cancelled



TIEFENCASTEL-LENZERHEIDE, 25 August: Above, Bearded von Trips, outright winner in a bored-out Porsche RS of 1,680 c.c. In the group, Trips (left), von Frankenberg and Daetwyler discuss the climb. Left: Tommy Sopwith, winner of the racing car category, in his formula 2 Cooper

Susa-Moncenisio as Italian round of the championship, developed into a battle royal between von Trips and Daetwyler. Willy Peter had done the Great St. Bernard three times before, first winning it with his Alfa Romeo, then running fourth in 1955, and beating Maglioli's 3.5-litre Ferrari with his 3-litre Monza Ferrari in 1956. On a climb of no less than 21 miles, intimate knowledge mattered a good deal, though on the other hand von Trips' rear-engined Porsche provided better traction on the last 4.5 miles of loose surface. In practice, von Trips was by far the faster, gaining 22sec on Daetwyler.

The race began with the gran turismo brigade of Alfa Giuliettas, vee-8 Fiats and 250 GT Ferraris, the cars trailing long clouds of dust on the upper section of the mountain, strongly reminiscent of racing's heroic days when unmade roads were the rule rather than an exception. The smaller sports cars were dominated by Sergio Mantovani's younger brother Luciano who drove the new "desmodromic" works Osca 1100 to seventh place in general category, ahead of the whole bunch of private 2-litre Maseratis.

Hans Hermann, in the Borgward, was the first to improve on Maglioli's record (1955, Ferrari 3-litre, 22min 36.4sec), clocking 22min 24.1sec. Then came Daetwyler, storming up in his red-and-white Maserati, and improved on Hermann by over 13sec. Last but not one was von Trips, by far the fastest on the 4.5 miles of sand road near the summit and sliding wildly, yet he missed Daetwyler's time by a matter of almost nine seconds.

This was Daetwyler's third outright victory in the hill climb series, winning him the title of European Hill Climb Champion of 1957. Of the other top drivers, von Frankenberg took fourth place from Cabianca and Munaron, the latter again behind the wheel of a works Porsche. Edgar Barth, released from hospital, was in Aosta but could not start, Italian doctors declaring him not fit to race.

Regulations demanded that to feature in the final results list, a driver had to participate in at least four of the six events held, which ruled out von Trips, Maglioli, and Barth. Second place, therefore, was contested between Hans Hermann and Richard von Frankenberg. The two duly fought it out at Mont Parnés near Athens, with full support from their respective Porsche and Borgward team-mates. Maserati and the usual numerous private entrants did not go to Greece, which accounts for the tiny field of five sports cars plus another five grand tourers. Von Trips won by a very small margin from Hans Hermann, while Edgar Barth took third place from von Frankenberg. Borgward competitions manager Karl Jüttner drove the other Borgward into fifth position, substituting for Cabianca who had influenza.

Final order in the championship, therefore, was Daetwyler, Hermann, von Frankenberg, Cabianca and Buffa, the last named being the only private entrant to feature in the classification. Having succeeded as a good stimulant for the sport, the championship is to be repeated in 1958, following similar lines. Cubic capacity will be down to 1,500, and added incentive will be provided for private entrants. Osca's new desmodromic 1500 is now ready to race, and rumours have it that Ferrari will develop a 1500 c.c. sports car for the championship, using the vee-6 formula 2 engine. Maserati is also busy on a new 1500 design which is said to be quite different from the type 150S now out of production. Wouldn't that provide good company for Cooper, Lotus and Lister?

MARTIN PFUNDNER.



GRAN SAN BERNARDO, 1 September: Above: Best-placed private owner in the Championship, A. Buffa takes his Maserati 200SI up the hill. Below: Von Trips, who recorded second fastest time with his Porsche RS, seen on the unmade upper reaches of the climb



SUMMARY OF RESULTS

Mont Ventoux, 30 June		Tiefenauhof-Lenzersheide, 25 August	
(Aggregate time for two climbs)		(Aggregate time for two climbs)	
1. Maserati 200SI (W. P. Daetwyler), 12min 39.5sec (8 points); 2. Porsche RS (U. Maglioli), 12min 51sec (6); 3. Porsche RS (E. Barth), 12min 53.6sec (4); 4. Maserati 200SI (A. Buffa), 13min 27.7sec (3); 5. Osca 1,500 (G. Cabianca), 13min 28.5sec (2); 6. Porsche RS (H. Schiller), 13min 44.5sec (1).	1. Porsche RS 1,600 (W. v. Trips), 6min 57.4sec (6 points); 2. Porsche RSK 1,500 (R. v. Frankenberg) and Maserati 200SI (W. Daetwyler), 7min 3sec (3.5 points each); 4. Borgward RS (H. Hermann), 7min 4.6sec (2); 5. Borgward RS (G. Cabianca), 7min 22.5sec (1). (Fastest time of the day, von Trips, 3min 28.6sec.)		
Freiburg-Schneidmatt, 23 July		Gran San Bernardo, 1 September	
(Aggregate time for two climbs)		(Aggregate time for two climbs)	
1. Porsche RS (E. Barth), 16min 37.6sec (8 points); 2. Porsche RS (U. Maglioli), 17min 4sec (6); 3. Borgward RS (H. Hermann), 17min 24.5sec (4); 4. Porsche RSK (G. Munaron), 18min 20.5sec (3); 5. Maserati 200SI (A. Buffa), 18min 22.5sec (2); 6. Maserati 200SI (A. Tedeschi), 18min 25.1sec (1). (Fastest time of the day, E. Barth, 8min 24.5sec.)	1. Maserati 200SI (W. P. Daetwyler), 22min 10.9sec (8 points); 2. Porsche RS 1,600 (W. v. Trips), 22min 19.6sec (6); 3. Borgward RS (H. Hermann), 22min 24.1sec (4); 4. Porsche RSK 1,500 (R. v. Frankenberg), 22min 44.4sec (3); 5. Borgward RS (G. Cabianca), 22min 45sec (2); 6. Porsche RS (G. Munaron), 23min 0.5sec (1).		
Schneidmatt-Gaisberg, 15 August		Mont Parnés, 29 September	
(Aggregate time for two climbs)		(Aggregate time for two climbs)	
1. Maserati 200SI (W. Daetwyler), 9min 49.6sec (6 points); 2. Borgward RS (H. Hermann), 9min 59.5sec (4); 3. Porsche RS 1,500 (R. v. Frankenberg), 10min 5.1sec (3); 4. Borgward RS (G. Cabianca), 10min 6sec (2); 5. Porsche RS 1,500 (H. v. Hanstein), 10min 16.5sec (1). (Fastest time of the day, W. Daetwyler, 4min 54.7sec.)	1. Porsche RS 1,600 (W. v. Trips), 8min 22.5sec (4 points); 2. Borgward RS (H. Hermann), 8min 25.5sec (3); 3. Porsche RS 1,500 (E. Barth), 8min 26.5sec (2); 4. Porsche RSK 1,500 (R. v. Frankenberg), 8min 32.6sec (1). (Fastest time of the day, von Trips, 4min 9.6sec.)		

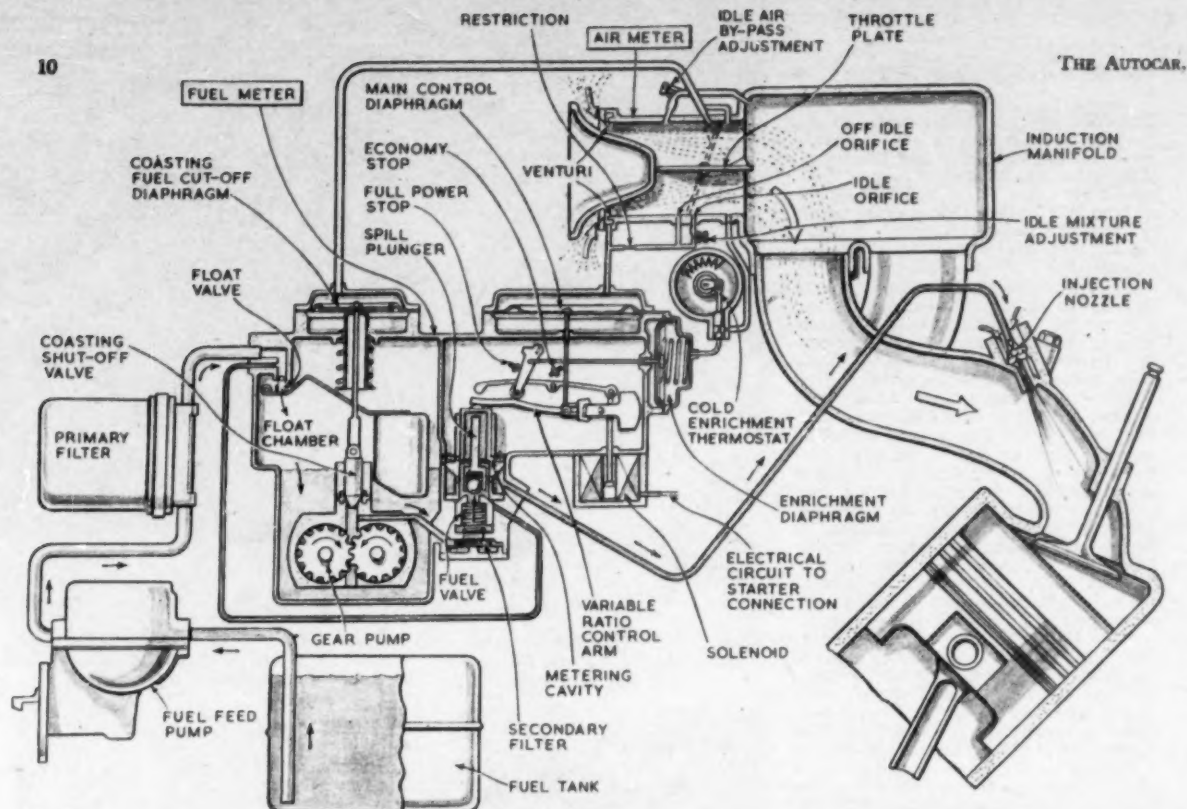
EUROPEAN HILL-CLIMB CHAMPIONSHIP 1957

	Mont Ventoux	Schneidmatt	Gaisberg	Lenzersheide	Gr. St. Bernard	Mont Parnés	Points Total
1. W. P. Daetwyler	8	6	3.5	8	8	—	25.5
2. H. Hermann	—	4	—	2	4	3	17
3. W. v. Trips	—	—	—	6	6	4	16
4. E. Barth	4	8	—	—	—	2	14
5. U. Maglioli	6	6	—	—	—	—	12
6. R. v. Frankenberg	—	—	3	3.5	9	1	10.5
7. G. Cabianca	2	—	2	1	2	—	7
8. A. Buffa	3	2	0	0	—	—	5
9. G. Munaron	—	3	1	—	1	—	4
10. H. v. Hanstein	—	—	—	—	—	0	1
11. A. Tedeschi	—	1	—	—	0	—	1
12. H. Schiller	—	—	—	—	—	—	0

*—In order to be classified in the Championship, a driver must have competed in at least four events.

—No entry in the up to 2,000 c.c. sports car class.

0—Competed, but no points scored.



There are two major components in the General Motors continuous-flow fuel injection system—a fuel meter and the air meter

Petrol Injection Progress

Theoretical Considerations and Analysis of Current Systems

By HARRY MUNDY, A.M.I.Mech.E., M.S.A.E.

PART ONE

INTENSIVE development work on petrol injection was commenced about 27 years ago. Before the art of carburation was developed to its present level there were many attempts to evolve satisfactory methods of injection, and patent offices throughout the world are stacked with designs relating to means of replacing the carburettor; most of them failed on the grounds of added complication and cost. The modern carburettor achieves a high standard of efficiency, and by taking advantage of modern methods of diecasting it is produced at a very economical price.

The earliest efforts at injection were abortive because the knowledge and essential technical resources and, above all, the serviceable injection pumps needed to make real progress, were not then available. Between 1898 and 1901 Deutz, in Germany, were producing stationary engines fitted with petrol injection. In 1906 there were successful applications fitted to the Grade two-stroke, and Antoinette and Wright four-stroke aircraft engines. Robert Bosch began his first experiments in this field in 1912. In each of these instances low-pressure injection into the induction manifolds was used. It was only after an efficient diesel injection pump had been developed that it became possible to effect high-pressure injection direct into the cylinder.

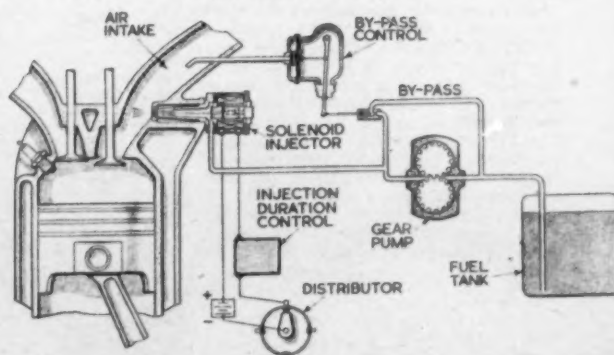
From 1930 onwards the German aircraft industry, in conjunction with Bosch, carried out an intensive programme of development which stemmed from the need to overcome the shortcomings of the carburettor in aerobatic flight; as a result, the majority of German military aircraft during the second world war were equipped with direct fuel injection.

It is necessary to differentiate between fuel injection as applied to the diesel engine, which operates on the direct cylinder

injection principle, and to the gasoline engine. In the diesel cycle the speed of the engine is controlled by the amount of fuel injected with unthrottled intake air. It is also important to remember that combustion is started by the very high compression of the air. The volumetric compression ratio varies between about 15 to 1 and 20 to 1, depending upon whether the fuel is injected directly into the open cylinder or into a turbulent cell off the main combustion chamber. Fuel is injected over a very short time interval—between one two-hundredth and one eight-thousandth part of a second, dependent upon engine speed.

Because of the high cylinder pressures at the time of injection in the diesel cycle, the fuel is injected and atomized at very high

In the Italian Fuscaldo system the fuel is under constant pressure, and delivery to individual cylinders from a distributor is controlled by electromagnetically operated valves



pressures—between 2,000 and 3,000 lb sq in. The injection time and pressures required for petrol injection are much lower, as the point of injection can be spread over a much wider crank angle. This arises from one important difference between the petrol and diesel engines; in the latter the injection equipment also performs the timing function which is looked after by the ignition system on a gasoline engine.

The question arises whether fuel injection should be considered at all when the modern carburettor seems adequately to fulfil its task of supplying a combustible mixture. It all hinges on efficiency related to cost; and it is relevant to examine the deficiencies of the carburettor system, to see to what extent petrol injection is superior, and whether the additional costs can be reduced to such a level that they can be absorbed without too great an increase being passed on to the motorist.

The function of a carburettor is to measure the quantity of air fed into the engine and supply to it in an atomized condition the quantity of fuel required for combustion. With a constant-speed engine this is not a difficult problem, but the automobile engine operates over a wide range of speed and load. The carburettor must also supply a rich mixture for starting, to allow for the fuel which separates out from the air at lower velocities in the induction tracts, and a lack of heat at this stage; a fairly rich mixture for slow running is required for much the same reasons. At the other end of the scale, a weak mixture is required for economical cruising, and a rich mixture for sustained operation at full power.

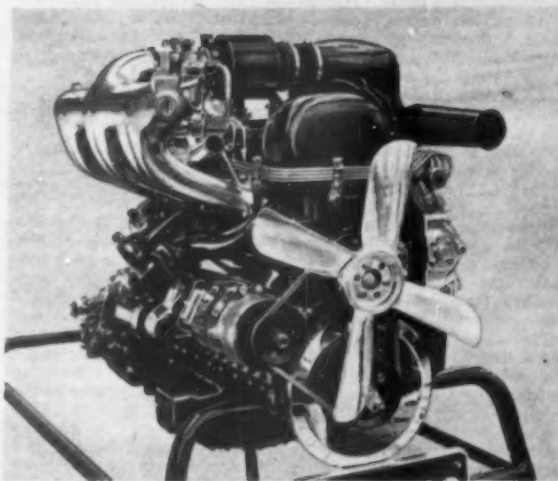
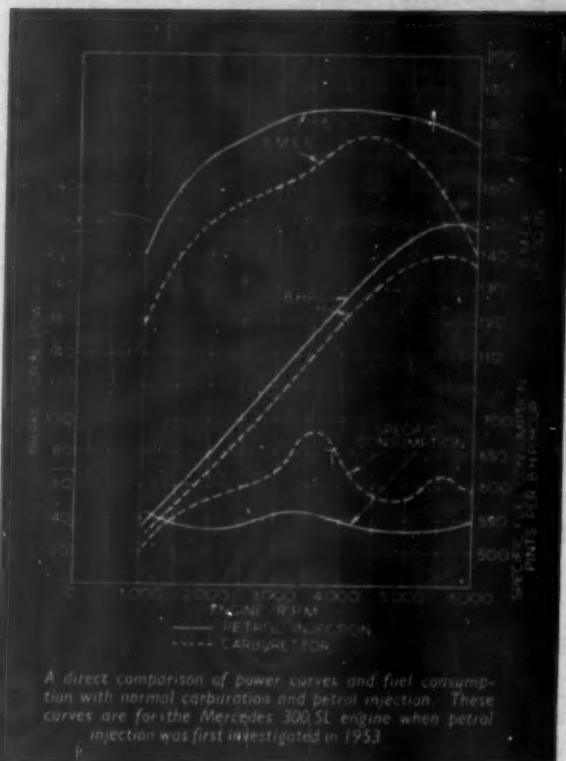
Carburettors can be designed to meet these conditions, but the result must be a compromise, and so the greatest degree of efficiency for each is not achieved. The basic disadvantage of the carburettor is that there must be a constriction at the venturi, the function of which is to increase the velocity of incoming air, so creating a vacuum to draw the fuel through the jets from the float chamber. Such a restriction limits the amount of mixture passing into the cylinders and results in the power at the higher engine speeds falling off. This can be overcome by fitting larger carburettors, but then the difficulties are transferred to the lower end of the speed scale and flexibility is lost.

In the manifolding between carburettor and cylinders, the gaseous mixture has to travel a very tortuous path, with changes in velocity and direction, and to negotiate bends which, more often than not, are shaped by the space available rather than the form required. In these conditions it is impossible to obtain equal distribution and, therefore, it is inevitable that some cylinders will receive a much richer mixture than others.

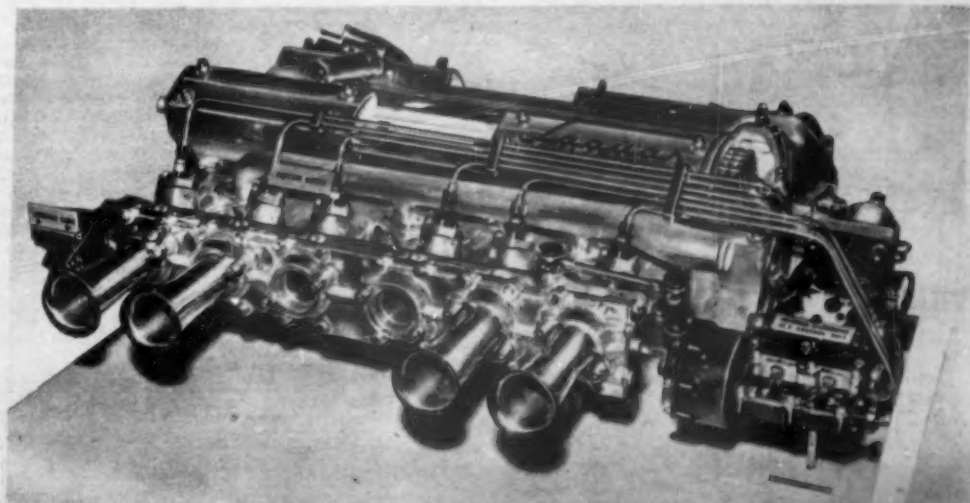
Modern fuels contain to a varying degree anti-detonant additives, one of which is the relatively involatile tetra-ethyl-lead. As a result of the maldistribution of mixture in carburetted engines, it often happens that one or two cylinders receive more than their share of these heavy ends of the fuel. Although much work has been undertaken, in the design of manifolds, on the provision of hot spots to reduce the quantity of neat fuel which separates out from the air, this end is achieved at the expense of volumetric efficiency, because it results inevitably in an increase of charge temperature.

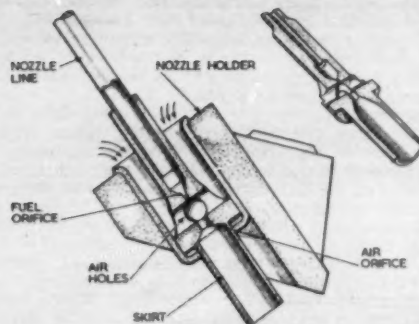
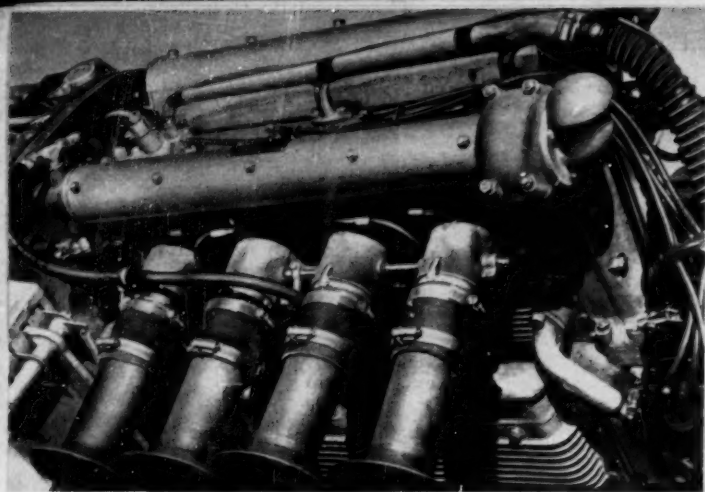
Distribution problems have been simplified by the introduction of modern high-volatility fuels, but the separating out of the heavier anti-detonant additives is still a two-fold problem. Cylinders which receive more than their required share of tetra-ethyl-lead can suffer an excess of lead deposits, which promote burning and pitting of valve seats and fouling of sparking plugs. Furthermore, the cylinders which are then starved of these important fuel constituents control the power output of the engine because they are the limiting factor at detonation. Power is related directly to the mean effective pressure on the piston, which in turn is governed by the efficiency of the filling process and the compression ratio.

In the design of an inlet manifold for a multi-cylinder engine with a single carburettor, it is possible that the cylinder with



Daimler-Benz have adopted port-type injection for the type 300 engine when used in a limousine (above right). It permits greater flexibility, particularly at low speeds, than the direct injection system of the 300 SL sports car engine. (Right) A successful injection system developed by Lucas has been used for the past two seasons on certain Jaguar D type engines





Simplest of all the systems is the Hillborn Travers used on the majority of Indianapolis engines (left); it is insufficiently refined for passenger car use. (Right) Most injection nozzles are of the pintle or spring loaded valve type; this is the General Motors design. There is a small fuel feed hole below which an air chamber receives filtered air to ensure that the nozzle discharges at near atmospheric pressure

Petrol Injection Progress . . .

the best filling capacity may be fed with a mixture weakest in anti-detonant additives; the compression ratio, therefore, must be adjusted to suit this weakest cylinder, to avoid knocking brought about by a compression ratio which is too high for the fuel. As an example of this, it was found during petrol injection work carried out by Mercedes-Benz that the compression ratio of a particular engine could be raised, during development, from 6.5 to 8.0 to 1 whilst using the same fuel.

This problem of distribution is the reason for the adoption of multi-carburettor layouts as a means of increasing power, the ultimate development being found on racing engines when a separate carburettor is used for each cylinder. This method cannot be applied directly to passenger vehicles, because flexibility at low engine speeds is sacrificed; in other words, the racing engine is designed to be run, to all intents and purposes, as a constant-speed engine and, therefore, the ideal carburettor layout for a very narrow speed range suffices.

Theoretical attractions of timed fuel injection are many, but it must be remembered that the quantity of fuel to be injected into each cylinder per stroke is very minute, and it must be completed at very short time intervals when the engine is running at maximum speed. It is obvious, therefore, that the device required to perform this function must be a very precise piece of engineering and, consequently, relatively costly.

In addition to the means of delivering the fuel, the system must be equipped with controls sensitive to temperature and barometric changes if optimum performance is to be obtained. With these, a petrol injection engine will be able to cope with a wider range of climatic or altitude conditions than will a carburettor, but again the additional cost must be emphasized.

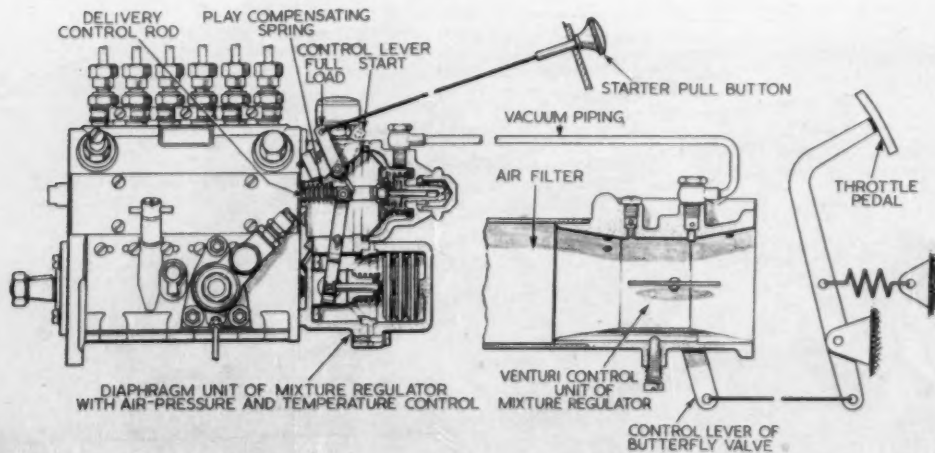
The most fertile field of application for petrol injection is undoubtedly in the high-performance engine with a wide range of operating speeds. It is fair to say that of all the systems so far developed, the costs are still too high for any large-scale adoption on the small family car. With the trend towards higher engine speeds and greater efficiency, several cars in quantity production now are fitted with multiple carburettors, arranged so that some are in operation at low speeds and the remainder

are brought into action for maximum power. The result is an expensive and complicated layout, so that there is a distinct possibility that fuel injection could replace it without the penalty of increased cost being too great.

Although the main advantage of injection is the ability to measure the precise quantity of fuel required by each cylinder (irrespective of whether the fuel is injected directly into the cylinder or into induction ports immediately before the inlet valve) and thus achieve a more complete control of fuel distribution, there are other important advantages. Elimination of the resistance to air flow of the carburettor permits increased volumetric efficiency; combined with the possibility of higher compression, because of a lower tendency to detonation, this results in increased torque and output, as well as lower specific fuel consumption. There is also greater latitude in the design of the inlet manifold and, therefore, better utilization of air pulsations or ram effect, the outcome being an increase of cylinder filling and a corresponding rise in output.

Other advantages are quicker and more economical cold starting as fuel separation is eliminated, and instantaneous response to throttle movements. If direct cylinder injection is used, the degree of valve overlap can be increased, which yields benefits in more intensive scavenging. Combustion control is more difficult with the system, however, as the fuel tends to separate out as it strikes the cylinder walls before complete mixing with the air has been achieved. Furthermore, in small cylinder sizes, and with combustion chambers reducing in size as compression ratios are increased, it is often difficult to find sufficient room for the sparking plug, without the added difficulty of siting an injection nozzle.

Up to the present, the most widely adopted system of petrol injection is that developed by Bosch. It is derived directly from diesel engine equipment, subsequently adapted for aircraft use. Successful systems have also been developed in England by Lucas and S.U. The former has been used for the past two years on the works and Ecurie Ecosse D-type Jaguar sports-racing cars. Bosch and S.U. use a positive displacing-type pump with a plunger for each cylinder, and the Lucas system a single element pump with a distributor valve to each cylinder. The detailed workings of each of these, and of the latest American systems which are available as optional equipment on most of



Basic elements of the mixture controls on the Bosch pump. The position of the fuel control rack is adjusted in accordance with the manifold pressure diaphragm, the air temperature-pressure capsule, and the rich mixture hand control for starting from cold

(Right) Comparison between carburettor and Lucas petrol injection full throttle performance, as applied to a 1,600 c.c. engine

the current production cars, will be analysed.

By far the most simple petrol injection system so far evolved is the Hillborn Travers, used on almost all of the American Indianapolis racing cars and adopted for a period by Connaughts. Basically it consists of a single throttle body on each port, feeding fuel continuously under pressure to spray nozzles located within these bodies. It meets adequately full throttle conditions with alcohol fuel for racing engines, because the air/fuel ratio is much less critical than with normal gasoline. However, it lacks the overriding control necessary to give the required degree of flexibility when applied to passenger cars.

The Bosch system consists basically of a jerk-type pump, with the number of elements corresponding to the number of cylinders to which it is fitted, driven at half engine speed; each of these elements consists of a barrel and plunger of constant stroke, operated by cams. Surrounding each plunger is a control sleeve, each of which is connected to a common rack and pinion, which in turn is linked to the main control rod. The amount of fuel injected per stroke is controlled by the movement of the rack, which affects the relative setting of ports and transfer grooves in the plunger and control sleeve.

These elements are almost identical with those required for diesel use, but in the case of petrol engines, where the fuel/air mixture ratio is more critical, it is necessary to provide additional controls, each linked to the control rack.

A mixture regulator in the form of an aneroid which compensates for variations in air temperature and pressure, is linked to the control rack and acts through a rocking arm. A diaphragm is connected to the throttle venturi to sense the quantity of air consumed by the engine; this is also linked to the rocking lever, but in opposition to the aneroid. These are the main basic elements of the Bosch system, and are quite acceptable for sports engine use. It is evident that for greater degree of refinement desirable for passenger car use, additional overriding controls are necessary. This was evident from the system adapted this year by Mercedes-Benz, for their type 300 limousines and described in *The Autocar* of 16 August 1957.

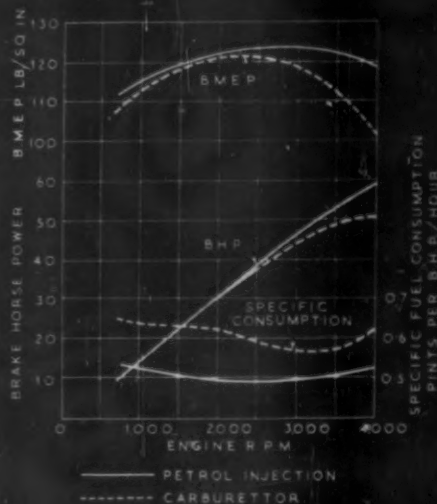
None of the American cars use this diesel-type of injection system, as it was considered that adaptation to make it suitable for low fuel supply rates when operating under idling and city driving conditions, would result in a price that would be too high for automotive use, even with volume production.

General Motors first of all considered the adaptation of the Fucaldo system as an alternative, but this was also considered too complex. It consists of a source of fuel under pressure at the intake ports, and electro-magnets at each intake port to open precision-made valves and so deliver fuel in relation to engine requirements. Eventually G.M. developed the Rochester system, which in basic principles is related to the Hillborn Travers scheme, with overriding control consisting of a fuel metering system controlled by air flow, claimed to give accurate and optimum fuel/air ratios for all operating conditions. This mass flow metering method is claimed to be superior to the speed/air density method of the Bosch system, because the auxiliary controls are simpler.

There are two major components of the G.M. continuous-flow system; the fuel meter and the air meter. Fuel is supplied by a conventional diaphragm-type lift pump, through a primary filter before it enters the meter through a float control valve; any vapours formed are vented from the float chamber. At the bottom of the float chamber there is a continuously-running gear pump which delivers fuel through the secondary filter and valve to a metering cavity. At this point an anti-percolation ball valve maintains the fuel between the valve and the gear pump at a pressure just sufficient to eliminate vapour locks. Some of the fuel delivered to the metering cavity flows directly to the continuous spray nozzles, the excess flowing back through spill ports to the float chamber. The amount of spill is regulated by the spill plunger.

The volumetric efficiency of the engine is sensed by a venturi incorporated in an air meter which is placed on the atmospheric side of the throttle plate. Air flowing through the venturi produces a depression "signal" which is related to the mass of air flow. This signal is transmitted to the spill plunger by means of a diaphragm linked with a control arm, which is arranged to have a variable fulcrum point.

An increase in air flow through the venturi causes a relative increase in signal which, acting upon the control diaphragm, results in an increase in the force acting on top of the spill plunger. This is moved to a new balanced position to provide additional fuel pressure in proportion to the venturi signal increase. Since fuel flow increase is proportioned to the increase in air flow, a constant air/fuel ratio is maintained so long as the ratio linkage in the control arm is not changed.



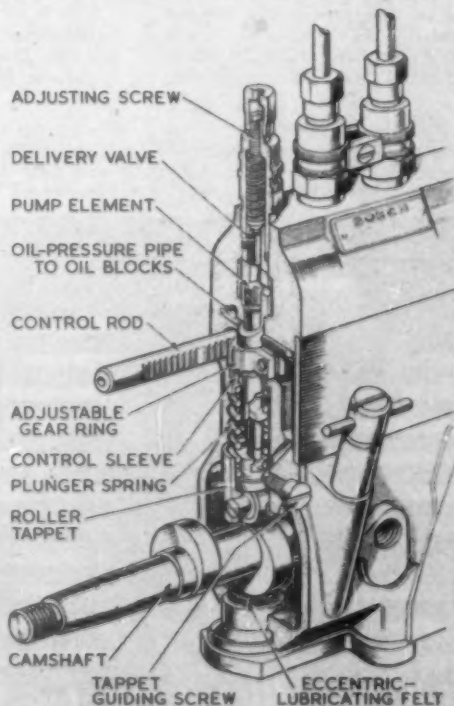
The air/fuel ratio is altered by changing the leverage of the link between the control diaphragm and the spill plunger, simply by shifting the pivot point. With the lever against the power stop, air/fuel ratio for full throttle operations is obtained. At the other end of its travel the lever is against the economy stop, for part throttle fuel requirements. For automatic operation, the ratio lever is controlled by a spring-loaded enrichment diaphragm subjected to manifold pressure. The stops are set to obtain a best economy air/fuel ratio of approximately 15.5 to 1 at part throttle and a maximum power air/fuel ratio of approximately 12.5 to 1 at wide open throttle.

Each injection nozzle has an accurately calibrated open fuel orifice. Filtered air, supplied to a point immediately below this orifice, ensures that the discharge is at all times at atmospheric pressure irrespective of manifold pressure fluctuations. By this means the amount of fuel injected depends solely on the pressure of the metering system.

In comparison with the Bosch system, the General Motors scheme appears to be cheaper and, therefore, more likely to be able to replace carburettors on a wide scale for passenger car applications.

(To be continued)

(Below) Control elements of the injection plungers on the Bosch pump. The amount of fuel injected depends on the angular rotation of the plunger elements by the control rack





On his visit to Lindley in April Prince Philip captured the Jaguar XKSS for high speed runs on the banked circuit: with him here is Sir William Lyons. On the right are five of the year's important new cars



Progress from the Doldrums

RETROSPECT

HOW dismally and unpromisingly 1957 started! "Retrospect 1956," written just a year ago, was not a happy story, for the Suez crisis and its effect on the country's petrol supplies had brought motoring to a very low ebb, and the year ran out with little hope for the immediate future. Petrol was rationed and priced at 6s a gallon; no one could say when the sad tale would end, and conditions return to normal. How different it is now; but let us start at the beginning.

Buyer resistance resulting from the petrol shortage reduced used car market values in January to figures 30 to 40 per cent below par, and had an even more serious effect on the industry; production was throttled back, and there were sackings and short-time working in nearly all car factories. But there was a brighter aspect: cross-Channel sea and air ferry services prepared for a record season on the assumption that more motorists would plan Continental holidays to be sure of petrol supplies, because in some foreign countries the effect of Suez was less critical than here. There was no rationing in 15 countries, including Belgium, West Germany, Holland, Italy and Spain. Belgium economized by enforcing a general speed limit of 43 m.p.h.

From the other side of the world came good news of publicity for British cars. An Austin A.50 Cambridge, on a circular tour of Queensland, Australia, covered 3,500 miles in 3½ days at an average speed of 44.1 m.p.h. The trip was organized by Queensland's Austin distributors to show that a British car was equal to conditions in the "outback."

At home, Mr. C. Thacker succeeded Sir Patrick Hennessy as managing director of the Ford Motor Co., Ltd.; Sir Patrick continued as chairman. Another appointment went to the Min-

ister of Transport; Mr. Watkinson was promoted to the Cabinet, and as this was the first time a Transport Minister had held Cabinet rank it was hoped that he would have more sway in the future—that hope seems to have been realized.

A new addition to Britain's range of sports-racing cars which came at the end of January was the Jaguar XKSS. Also in this first month of the year came the sad news of the death of Dr. J. D. ("Benjy") Benjafield, famous racing driver before the war and a founder of the B.R.D.C. Later, the first half-million signatures of a petition for better roads, organized by the Roads Campaign Council, were conveyed to Westminster by sedan chair. In an economy driving demonstration at Oulton Park two Morris Minors (one of them a 1957 model 1000) in somewhat modified form achieved over 90 m.p.g.

Then, in February, the R.A.C. started its diamond jubilee celebrations, opening its historic "Age of the Motor Car" exhibition in London. Germany authorized expenditure of £3,000,000,000 on extending the autobahn system over the next ten years.

Mr. S. W. Horsfield retired as sales director of Alvis; the death occurred of one of the greatest figures in motor racing—Charles Faroux. The Vauxhall Victor made its first appearance, and encouraging news was an announcement that Britain's petrol stocks were almost up to the normal level for the time of the year. Meanwhile, administration of rationing was costing £20,000 a week. Moscow Radio announced that the first 1,000 of the Moskvich Midget had been completed and were to be exported to other Communist countries. The month ended with the crippling fire at the Jaguar factory.

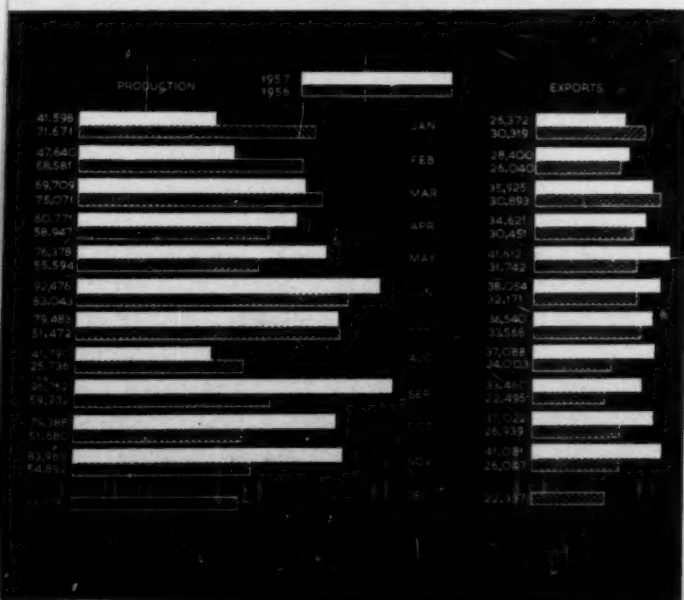
Austin introduced the A.55 Cambridge in March, and from Jaguar came the new 3.4. The Minister of Power announced that plans were being made to continue rationing through a second four-month period, from 17 April to 16 August; but as a concession coupons of the first period were to remain valid until the end of April to cover the Easter holiday. Driving tests were to be resumed on a limited scale during the second part of April. Watkinson's Big Bang, inaugurating work on the Birmingham Inner Ring Road, marked the beginning of a somewhat more spirited attack on Britain's need for better roads, and it was followed by the beginning of work on the Dartford-Purfleet tunnel under the Thames. With regret we learned of the death of Sir William Malesbury Lettis, a founder of the A.A.

Among the new cars at the Geneva Show were the Aston Martin Mark III, the Meadows Frisky, the newly-announced Vauxhall Victor and Jaguar 3.4, and the new open Mercedes 300SL. The R.A.C. was honoured by a visit from the Queen and Prince Philip.

The month ended on a happy note: the ration was to be increased by 50 per cent when the next rationing period started on 17 April (to a basis of 300 miles per month per car); but price increases were not so delayed, an extra 1d being added to the 6s 0½d cost of premium straight away. Used car prices began to show signs of recovery as a result of the end of winter and better petrol prospects.

There was another Royal Visit in April, this time paid by Prince Philip to the Motor Industry Research Association prov-

1957 was a year of expansion and achievement for the industry: car exports in May were a record, and September's production nearly reached the magic figure of 100,000. The December totals have not yet been released





of Petrol Rationing—to New Records and Achievements

on the **MOTORING YEAR**

1957

ing ground at Lindley. A new company was formed for the production of Isettas in England, and at Coventry there were already signs that the Jaguar company was beginning to catch up on lost production resulting from the fire. Good news also came for all motorists—the removal of the Suez shilling in the April Budget. In the middle of the month the petrol companies reduced the price of petrol by a further 1d to 5s 0½d (premium); but rationing dragged on and the second four-month period started on 17 April.

From the Government also came the encouraging details of the Hyde Park and Marble Arch improvement scheme. Hooper celebrated their 150th anniversary; and a new car which made its appearance in this month was the Wolseley 1500.

The Oslo Motor Show was held in May; and the new powers permitting the police to tow away wrongly-parked cars came into force in London. There were two more new car announcements: the Humber Hawk and the Jaguar XK150. But the crowning news of the month came on 10 May: "... Now that interim arrangements have been made for the resumption of traffic through the Suez Canal," said Lord Mills, "the Government has decided that petrol rationing can be brought to an end. ..."

In a very short time several manufacturers announced that they had full order books. Production and exports set up new records for the industry. We were returning to normal, and further cuts of 2½d in the price of petrol took us a stage nearer. Less welcome was the announcement of 12½ to 33½ per cent increases in insurance premiums. At the end of the month the election of S.M.M.T. officers took place, and Mr. A. S. Dick, managing director of the Standard Motor Co., was appointed president.

In June the Government authorized a tender of £3,750,000 for the construction of the Lancaster by-pass. The number of vehicle licences in the country passed the 7,000,000-mark during this month, and Mr. Watkinson opened an exhibition on "Roads for Britain," organized by the Ministry to depict the road work which was in progress, and the road developments which were to be expected in the future. The disappointingly narrow by-pass at Markyate was opened. Russia authorized trips to Moscow.

With the return to normal petrol supplies the rush to buy new cars increased, and in July nearly all the main car manufacturers had waiting lists for delivery. A census of London traffic, published by the Metropolitan Police, showed that the number of cars in London had increased by 19 per cent, and Hyde Park Corner was still the busiest traffic junction. The price of commercial grade petrol in France jumped to 8s 4d a gallon and special coupons for tourists, reducing the price to 4s 9d, were introduced. In this month also came the sad news of the death of Major W. G. Wilson, founder and director of the manufacturers of the Wilson gear box. The first 40 m.p.h. speed limits came into force on some roads in the London area.

There were other developments on the roads: work started on construction of the 6½-mile Clyde traffic tunnel; the Ashford by-pass—one of the best new roads in the country—was opened, and Mr. Alex Samuels was commissioned by the Minister of Transport to report on methods of easing traffic congestion on



In January 3,500 miles were covered in 3½ days by this Austin A50 Cambridge in Queensland, Australia



Mr. Watkinson snips the tape; and the Ashford by-pass—first planned in 1919—is open

For seven days and nights in July this Austin A35 was driven at over 75 m.p.h. to capture seven International speed and duration records



RETROSPECT on the MOTORING YEAR 1957

the routes to the sea. Also, Mr. Watkinson announced in the Commons details of his much-heralded four-year road programme for 1958-62. Fiat introduced the new 500 model.

A memorial was erected at Brooklands to commemorate the 50th anniversary of its first race, and on another circuit—Monthéry, near Paris—came news of a British achievement. Five undergraduates of Cambridge University had driven an Austin A.35 for seven days and nights at over 70 m.p.h.: records tumbled. Another anniversary was the Golden Jubilee of Hepworth and Grandage, Ltd., of Bradford, Yorkshire. The month ended with the news that Lancashire Police were experimenting with the use of radar to trap speeding motorists.

More records fell in August: they were achieved first by the Italian Abarth 750 which covered 7,398 miles in 72 hours at an average speed of 111.92 m.p.h. at Monza, and then came the successes of the M.G. team at Utah. Nine International and 54 American Class G records were achieved by project EX179 powered by a 948 c.c. engine; and later five new International Class F records were set up by the 1½-litre EX181 M.G., driven by Stirling Moss. The best speeds of the two cars were 132.62 m.p.h. and 245.64 m.p.h. respectively.

International driving permits became recognized for visitors to the U.K.; and with the approach of Showtime came a number of new cars. Among them were the steel-bodied Morris Oxford Traveller, the Riley Two-Point-Six, the American Ford Edsel Range, and the series II Hillman Minx Jubilee models, on which Manumatic transmission was to be available. In this month, however, production of the Citroën Light Fifteen ended after 22 years. On 19 August the Lancashire Police successfully brought a speeding prosecution on the evidence of the radar meter, and at this time the A.A. announced that membership had passed the two-million mark.

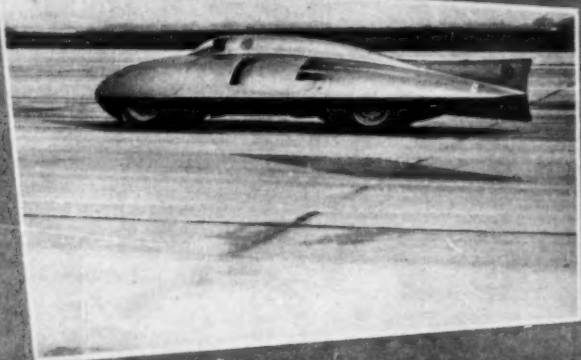
At long last the new Cavendish Bridge was opened over the River Trent at Shardlow, Derbyshire, to replace a temporary Bailey Bridge, which had been erected as an emergency measure by R.E. Officer Cadets in 1947. It was in August, also, that three Land-Rovers set off on long-distance journeys. The first started from Ontario, to be driven by two Canadians on a world tour covering 73 countries in six continents, and lasting for three years and 80,000 miles. The other two were manned by members of the Oxford and Cambridge expedition to South America.

The Laycock-de Normanville overdrive was made available for fitting to Ford Anglia and Prefect series II models in September, and in this month British car production reached a record total approaching the magic figure of 100,000 in a month. More new cars appeared—the four-door Bentley Continental Flying Spur by H. J. Mulliner, the Beutler-bodied Bristol 406, the Vespa in France, and the Taunus 17M in Germany. The Frankfurt Motor Show was held, at which attendance was a record for any post-war German fair.

Good publicity for British cars was achieved, in Alaska, during the month when a Hillman Minx was driven by Richard Pape and David Roat from Vancouver to Fairbanks and back again in five days, a total distance of 5,000 miles.

Talk of a mysterious offer to buy Standard shares ended when at home it was learned that the Massey-Harris-Ferguson offer would not be accepted. The Ministry of Transport published the line of the first part of the London to Yorkshire motorway (from St. Albans to Dunchurch), stating that work on the construction of it was to start in March this year. The untimely death of Lord Bennett, chairman of Joseph Lucas, Ltd., occurred in September. When the month ended, the concession allowing provisional licence-holders to drive unaccompanied—a hangover from petrol rationing—was rescinded, subject to minor exceptions.

- 1 Watch that dial! Magistrates test the radar speedmeter used by Lancashire Police to trap motorists
- 2 M.G. EX181 undergoing proving trials on an airfield; at Utah it set up five International Class F records at speeds up to 245.64 m.p.h.
- 3 At the headquarters of the A.A. Mr. Marples, Postmaster-General, inaugurates the ASK 6611 weather service for motorists
- 4 40 m.p.h. speed limits—one part of the 1956 Road Traffic Act which was introduced during the year





Left: Award for achievement; it will be presented annually by the R.A.C. Earl Mountbatten (left) and Mr. Wilfrid Andrews, chairman of the R.A.C. look at the new trophy. Right: Tragedy at the Jaguar plant in February: the rapid recovery to full production typified the spirit of the company



October—Showtime—and more new cars: among them were the new Vauxhall Velox III and Cresta II; the Alvis Graber convertible; Humber Hawk and Singer Gazelle estate cars; the Standard Ensign and Pennant; Ford Consul II de luxe; Jensen 541R; and the revised Meadows Frisky. The International Motor Shows which opened in this month were at Paris; Earls Court, London; and Turin.

Attendance at Earls Court was slightly less than in the previous year, and totalled 483,427, of whom 16,785 came from overseas. In his opening speech, the Prime Minister, Mr. Macmillan, stated that the Government, in spite of all difficulties, would keep at least to the current road programme; and he commented favourably on the progress of the industry from its setback at the beginning of the year. Stirling Moss was married in this month, and Mr. A. S. Bishop was appointed chairman of the Goodyear Tyre and Rubber Co., Ltd. Lord Nuffield celebrated his 80th birthday. On the other side of the Atlantic the first 405-mile section of the great trans-Canada highway was officially opened.

At the Scottish Show in **November**, the new Riley One-Point-Five was introduced, and in Australia the new Morris Marshall—based on the Austin A.95—was announced. Export orders for British cars received at the Motor Show overwhelmed the existing shipping arrangements. Automatic transmission became available on the Standard Vanguard III saloon and estate car, making this car's 2-litre engine the smallest so far to be marketed with fully automatic transmission. The first motor-ing prosecutions to be heard in the absence of both accused and the police under the 1956 Road Traffic Act were heard. By arrangement with the G.P.O. a new A.A. service was introduced, enabling motorists to dial ASK 6611 in London, Birmingham, Manchester and Liverpool, or 938 in Glasgow, Edinburgh and Cardiff, for a brief report on road weather conditions in the area. In Paris, a law came into force nominating a "Blue Zone" in the centre of the city in which parking for more than one hour was prohibited.

A further welcome reduction of ½d was made in the price of petrol, bringing the new inner zone prices to 4s 8½d for premium, and 4s 2½d for commercial grade; and planning per-

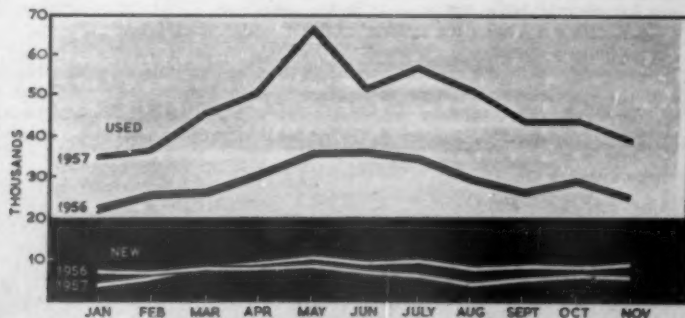
mission for a new oil refinery at Milford Haven was approved. In the same Hillman Minx in which he had driven 5,000 miles in Alaska, Richard Pape now drove, on an economy run, 6,000 miles from coast to coast across Canada and the United States, at an average speed of 55 m.p.h., and an overall fuel consumption of 35.7 m.p.g. In the same month sales figures were released which showed that British car sales in Canada had increased in the first nine months of the year by over a quarter compared with the same period of 1956.

Mr. Watkinson opened a conference on the Highway Needs of Great Britain at the Institution of Civil Engineers, and later released his plans for improvement of the Dover Road, stating that it was hoped to start work on the first section of the Maidstone by-pass next spring.

On 1 December yet another part of the 1956 Road Traffic Act came into force, affecting speed limits. It dictated that on all roads where there were street lamps a 30 m.p.h. speed limit would be in force unless repeater signs at frequent intervals indicated the contrary; similarly, unlit roads would be decontrolled unless signs indicated otherwise. The final version of the double-white line system of marking on the London-Portsmouth road was inspected and approved by the Minister of Transport, who spoke of a new campaign for better lane discipline; and the Borrowash by-pass was opened. A sad event in this month was the death of Mr. H. Landstad, designer of the first Morris engine. Also in December, third-party insurance was made compulsory in France.

Exports of British cars to the United States continued at a high level, and many of Britain's car manufacturers broke all previous daily and weekly production records at the beginning of the month. Concluding its Diamond Jubilee celebrations, the R.A.C. announced that a silver trophy was to be awarded annually in future for the most meritorious contribution in the general field of vehicle transport to an individual, organization or corporation of any nationality.

So the year ran out, and the changeover from bad to good in all aspects of motoring was more marked, perhaps, than ever before. If the same rate of progress is continued throughout 1958 it will indeed be a great achievement. J. S. M. B.



Hire purchase contracts for new and used cars in this graph show the trend of buying through the year. In spite of petrol rationing used car sales under hire purchase numbered far more than in 1956

Dick Turpin rides again—to deliver a petition for better roads, signed by 63,000 Yorkshiremen, to Sir Thomas Dugdale at the House of Commons



THE AUTOCAR, 3 JANUARY 1958

Austin styling is familiar in most parts of the world. There are separate side lamps on the wing tops, where they can be seen by the driver. Air for the heater is taken in through the grille in the bonnet top.

Autocar ROAD TESTS 1667

Austin A.55

DE LUXE, WITH OVERDRIVE

ONE of the best sellers to come from the Austin Motor Company's Longbridge works is the A.55 saloon; this medium-size car, like others in its class, is a comfortable fit for many domestic garages and pockets. To replace the popular A.50, the A.55 was announced in March, 1957, and in styling it bears a strong resemblance to the larger A.95 and A.105 models.

Standard axle gearing is 4.3 to 1, but when the Borg-Warner overdrive is fitted, this is lowered to 4.875 to 1. It is interesting to compare the car so equipped with the A.55 tested last March, which had the conventional four-speed gear box and higher axle gearing. (Since that time the basic price of the de luxe saloon has increased by £24 to £570.)

With the Borg-Warner unit, overdrive is available in any gear in which 32 m.p.h. or more can be attained. Maximum speed in second gear with the 4.875 axle ratio is 33 m.p.h., so that peak revs. have to be reached before overdrive can be engaged, and the practice is not to be encouraged. In general road work overdrive is used occasionally on third, and quite frequently on top gear. The axle ratio on the overdrive-equipped car gives 14 m.p.h. per 1,000 engine r.p.m. in normal top gear, and with this the car is fussy when driven fast, so that overdrive is used more as if it were an extra top ratio in the gear box.

It is a semi-automatic unit, and its presence is indicated by the small handle, placed beneath the left side of the fascia—not within easy reach of the driver. It is pulled out for normal drive and pushed in for overdrive. The car is started from rest in the normal manner and conventional gear changes are made. Above 32 m.p.h. overdrive may be engaged—with the control handle pushed in—by releasing the accelerator. There is a slight pause before the overdrive engages, almost imperceptibly. To disengage overdrive for quick acceleration, the pedal is depressed past

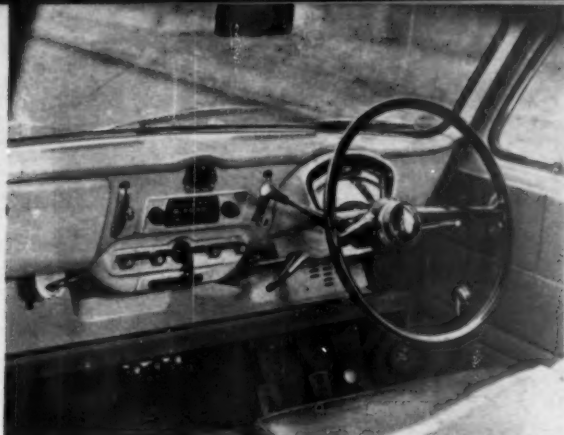
its normal fully open position to trip a switch which brings direct drive into operation. It is possible to do this at any speed, and there is one disadvantage—when overdrive third is engaged and the road speed exceeds that possible in normal third, the engine can be over-revved if the accelerator is fully depressed. This is unlikely to happen when top gear is engaged, as maximum speed normally attainable on overdrive top is not so high as that in direct top.

Gear changes from third to top and down again can be made while still retaining overdrive, providing, of course, that the kickdown switch is not brought into action; with the automatic switch operating, the change into and out of overdrive is smooth and quiet. At speeds of 25 m.p.h. or less, the overdrive cuts out automatically, and on a trailing throttle the car will freewheel almost to a standstill. It is possible, therefore, to make clutchless gear changes in these circumstances. Engine braking is not available on steep hills unless direct drive is engaged. The freewheel does not operate in reverse gear.

When comparing fuel consumption figures of the overdrive-equipped car with those of the previous Road Test A.55 with the standard axle ratio, the improvement is not as marked as might have been expected, probably because of the use of the 4.875 to 1 axle in the overdrive car. In traffic it is often impossible to engage overdrive top gear, and the car with the 4.3 to 1 axle and no overdrive may return a superior consumption figure. In out-of-town driving full advantage of overdrive may be taken, and on journeys of 100 miles or more the benefit is noticeable. The car will cruise steadily at 65-70 m.p.h., and this rate of progress could be improved on continental motor roads without overworking the engine. The transmission was quiet except for a whine from the rear axle at approximately 50 m.p.h. on a light throttle.



The two-tone colour scheme suits the car and plated fittings are not overdone. There is a swivelling quarter vent in each window, and either front door can be locked from outside.



Left: The overdrive control switch is placed below the left side of the facia. The instrument panel is seen clearly through the steering wheel. An ashtray is fitted in the lower centre of the facia. Right: An armrest is fitted to each door in addition to a plated metal door pull. The curvature of the rear seat backrest and depth of cushions will be noticed. A jacking point is located beneath each front door sill

Like all B.M.C. power units, the B series engine of the A.55 is an easy starter, and it would fire at once after being in the open overnight during hard frost; operating temperature was reached quickly. For normal starts from rest, the first gear ratio of 19.5 to 1 is seldom needed; this proved fortunate, as there was usually slight difficulty in engaging this ratio when the car was stationary. Clutch action is smooth, with a light pedal pressure, and there was no slip during the very arduous standing start tests.

With the greater proportion of the car's weight on the front wheels, the tail becomes rather skittish when taking corners fast, especially if the driver only is aboard. When the car is fully laden this tendency is not evident, and the steering and handling improves. Typical of modern Austins, the size of the steering wheel is criticized by some drivers, but experience suggested that it is not too large; it is placed at a comfortable angle, and the movement is light with positive control.

Two-leading shoe brakes at the front give powerful retardation without excessive pedal pressure, though a more sensitive pedal feel would be appreciated. No fade occurred during the performance testing. The parking brake is effective and the handle reasonably easy to reach.

The A.55 has a good driving position; separate front seats are standard, and they may be adjusted to accommodate a third person in the front. The seat cushions give good support under the thighs, and the backrests, set at a comfortable angle, are shaped to give lateral support when cornering. Visibility from the driving seat is above average, in spite of the width of the screen pillars. The bonnet slopes considerably, and it is possible to see the road quite close to the front of the car. Reversing is made easier by the excellent wrap-round rear window. The large rear view mirror is well placed, and is tinted to lessen dazzle from following vehicles after dark.

The front compartment is well laid out and neatly finished except for the location of the three controls for the heater fan, bonnet lock and fresh air inlet beneath the full-width parcels shelf; to adjust them the driver must reach over and stretch out his arm. An electric clock, placed in the centre of the facia, is illuminated when the panel light is switched

on. Beneath the clock is space for a radio, the speaker being positioned in the right-hand corner at the back of the parcels shelf. Twin, vertically moving levers control the heating and demisting equipment. This is efficient; the screen is kept clear under adverse conditions and the blower fan is commendably quiet. A glove box (the lid is not lockable) occupies the left side of the facia panel. The transmission tunnel is not obtrusive, the floor carpet, laid over felt, fits properly, and a rubber mat is provided for the driver's heels where most wear occurs.

The headlamp beam enables maximum speed to be reached at night in safety. The dipped spread does not annoy drivers of approaching traffic, and it proved useful in fog. Twin Windtone horns are standard equipment on the de luxe A.55; these are operated by a push button in the centre of the steering wheel, which required more than average pressure. The screen wipers are self-parking and clean a satisfactory area of the screen. Flashing-type direction indicators are operated by a neat lever placed on the right side of the steering column; a warning lamp is fitted in the lever handle. Following similar A.55s at night, it was noticed that both stop lamps and direction indicators are bright to the point of being dazzling.

The interior of the car is illuminated by a roof light which, when the side lights are switched on, is operated automatically if either front door is opened. The instruments are clearly lit and, although the light itself does not reflect in the windscreen, there is some reflection from the plated surround of the speedometer housing.

Rear seat passengers in the A.55 speak well of the ride. Vertical movement is quickly damped and absorbed, and heeling over when cornering fast is kept to a minimum by the anti-roll bar. The seat back rest has considerable curvature, it is placed at a comfortable angle and gives support at shoulder level to persons of average height. The seat cushion is well upholstered, with a padded roll on the forward edge. An armrest on each door provides extra convenience. Tall persons have ample leg room in the rear compartment, even when the driving seat is set back for an equally tall driver. Passengers will appreciate the opening vents in the rear doors, which act as extractors. Special

Left: A large unobstructed locker is a feature of the A.55. A guttering prevents water dripping inside when the lid is raised. Direction indicators, reflectors, stop and rear lamps are combined in the units on each wing. The wrap-round rear window has a plated moulding. Right: Sponge rubber forms a seal for the air intakes on the bulkhead and heater fan unit. The battery is particularly accessible



safety catches are fitted to the rear door locks to prevent small children from moving them. There is a shelf in front of the rear window.

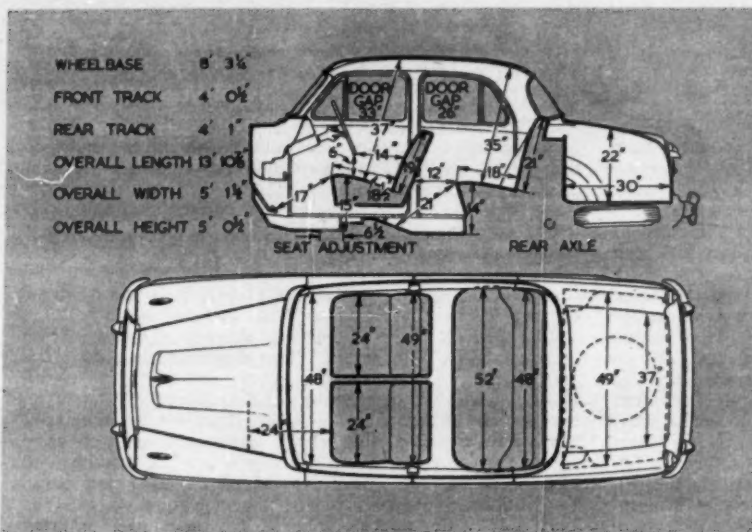
The A.55 has a good-sized luggage locker with a flat floor covered by a P.V.C. mat. The petrol tank, which is placed behind the rear seat, has a lockable flap over the large diameter filler pipe; above the tank is a shelf on which the jack, starting handle and tools are stored.

Beneath the bonnet, the majority of units likely to require

attention are reasonably accessible, except for the distributor. An oil bath-type air cleaner is provided on export models. Nineteen lubrication points require attention every 1,000 miles, in addition to oiling the hand brake, gear change and throttle control linkages.

Well-built, comfortable, economical and pleasing in appearance, the Austin A.55 continues to be one of Britain's better medium-size quantity production cars. The overdrive adds to the scope of an already well-established model.

AUSTIN A.55 WITH OVERDRIVE



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.41 to 1	4.87 to 1	5.07 to 1	7.26 to 1	11.7 to 1	19.5 to 1
10-30	7.4	5.6	..
20-40	11.3	7.9	..	..
30-50	..	21.4	12.7	11.1	..	..
40-60	..	27.2	16.9	..	..	..

*Overdrive

From rest through gears to:

M.P.H.	sec.
30	6.8
50	18.7
60	29.3

Standing quarter mile, 23.7 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
O.D. Top	(max.) 73.5	118.0
Top	(mean) 71.25	114.7
	(best) 76.0	122.3
O.D. 3rd	(max.) 70.0	113.0
3rd	.. .. 37-57	60-92
2nd	.. .. 23-33	37-53
1st	.. .. 12-21	19-34

TRACTION RESISTANCE: 33 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	75
True speed	11	20	29	39	49	58	68	74

TRACTION EFFORT:

Pull (lb per ton)	Equivalent Gradient
O.D. Top	110
Top	180
O.D. 3rd	181
3rd	275
2nd	348

BRAKES: (in neutral at 30 m.p.h.):

Efficiency	Pedal Pressure (lb)
57 per cent	25
70 per cent	50
78 per cent	75

FUEL CONSUMPTION:

35.7 m.p.g. overall for 236 miles (7.5 litres per 100 km).
Approximate normal range 30-43 m.p.g. (9.4-6.5 litres per 100 km).
Fuel, premium grade.

WEATHER: Raining, fresh head wind.

Air Temperature 48-52 deg F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of 1 March, 1957.

DATA

PRICE (basic), with saloon de luxe body £570.

British purchase tax, £286 7s.

Total (in Great Britain), £856 7s.

Extras: Radio £25.

Heater, £20 16s 3d.

Overdrive, £63 15s.

ENGINE: Capacity: 1,489 c.c. (90.88 cu in).

Number of cylinders: 4.

Bore and stroke: 73.025 x 89.0 mm (2.875 x 3.5 in).

Valve gear: overhead, pushrods.

Compression ratio: 8.3 to 1.

B.H.P.: 51 (net) at 4,250 r.p.m. (B.H.P.

per ton laden 41.9).

Torque: 81 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 13.97.

M.P.H. per 1,000 r.p.m. on overdrive, 19.95.

WEIGHT: (with 5 gals fuel), 21 1/2 cwt (2,372 lb).

Weight distribution (per cent): F, 55; R, 45.

Laden as tested: 24 1/2 cwt (2,725 lb).

Lb per c.c. (laden): 1.8.

BRAKES: Type: Girling, two leading shoe, front; leading and trailing shoe, rear.

Method of operation: hydraulic.

Drum dimensions: F, and R, 9 in diameter; 1 1/2 in wide.

Lining area: F, 60.5 sq in. R, 60.5 sq in. (99.4 sq in per ton laden).

TYRES: 5.90-13 in.

Pressures (lb sq in): F, 26; R, 28 (normal).

TANK CAPACITY: 8 1/2 Imperial gallons.

Oil sump, 7 pints.

Cooling system, 12 pints.

TURNING CIRCLE: 37 ft 6 in (L and R).

Steering wheel turns (lock to lock): 3.

DIMENSIONS: Wheelbase: 8 ft 3 1/2 in.

Track: F, 4 ft 0 1/2 in; R, 4 ft 1 in.

Length (overall): 13 ft 10 1/2 in.

Height: 5 ft 0 1/2 in.

Width: 5 ft 1 1/2 in.

Ground clearance: 6 1/2 in.

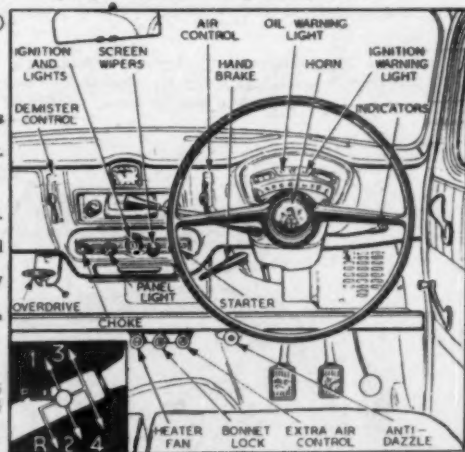
Frontal area: 19 1/2 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampere hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent wishbones and coil springs; Rear, half-elliptic leaf springs.

Anti-roll bar position, rear axle.



You'll like the winning ways
of the NEW

Riley One-Point-Five



£575

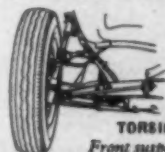
Plus £288.17.0 P.T.

You'll like its performance. Here's a new, smaller Riley—the exciting, revolutionary One-Point-Five—that gives a truly breathtaking performance. You'll enjoy its flashing acceleration, its effortless cruising in the 80's. You'll give full marks to its excellent steering and road-holding. You'll drive with confidence and pleasure in a car that gives you power with safety.

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FACIA. Handsomely styled in polished walnut veneer.



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Front suspension by torsion bars gives wonderful road-holding and cornering.



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WRAP-ROUND WINDOW
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Compare the width
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A wider tread and deeper non-skid pattern give longer life and safer driving. Fitted to the rear wheels of any car, Firestone Town & Country tyres give safety throughout the year—they give traction in mud, slush and snow and non-skid safety on wet and greasy roads and they are smooth riding and quiet.

For front wheels fit Firestone New De Luxe.

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42 Factories throughout the world
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Disconnected Jottings

BY THE SCRIBE

Barry Appleby Drawings

Width Inside and Out

MY remarks on the undesirability of excessive width produced a letter from a reader who seems to like a car of adequate size and power, but finds a fat one undesirable. From Road Tests he has carefully culled figures of interior width, admitting that he and his lady are of full adult size and in the habit of wearing overcoats in winter. He likes cars of a reasonable size and strength.

If anybody wants a car of respectable size and power and robustness, but dislikes excess width, the Austin

Finds a fat one undesirable



A.95 and 105 seem to be the Last of the Mohicans. Vital statistics: interior width at front seats 4ft 4in, which leaves two stout parties with plenty of elbow room, and overall width 5ft 4in.

These questions of width, and also turning circles, do assume increasing importance with increasing congestion. And they also come in on the wiggly way between Bwylgywyth and Llandahoy, or Los Alamos and Los Aiglias, where sensible motorists who dislike queues may be found at holiday seasons.

Hour Glass and Scythe Dept.

GOOD resolutions are notoriously fragile, for human nature has been that way for so many thousands of years. However, when the event occurs, nobody remembers the prophets unless they were right, an event so singular that it gets headlines. Prophecy is, therefore, a better bet for the New Year than resolutions.

I am able to reveal that in 1958 the trade gossip about the Ford company's intention to produce a sensational new small car for the little man will intensify, and that there will be no sensational new small car for the little man.

The *Reader's Digest* will have big stories about a new wonder-hormone which prevents excessive growth, and fits civilized man for modern life. After all, we are no longer Vikings or Colonists, and our success does not depend on our vast strength in rowing, or bonking adverse people on the head, or cutting down forests to make farms.

This wonder-hormone will be fed to the dainty little people at car factories, on whose dimensions car design is based. They, and we, will lose another half-inch in the rear seats and another inch in front.

XYZ will send a plastic bubble car with a motor cycle engine to the Mojave desert, where it will be proved that a perfectly standard job—except for a tungsten crankshaft, titanium valves, a supercharger and a ten-foot streamlined tail—will do 200 m.p.h. for 24 hours at 100 m.p.g. A record!

Twenty students of Aberdeen University will buy an old London taxicab for £10, drive it to Samarkand, return, try to sell the story of the trip to *The Autocar* for 10 guineas; and—foiled in that ten shillings profit—will sell the vehicle to even younger students, for 10 guineas.

Modern methods of construction will cause a further jump in production speed, and heaviness... Makers, finding that even 100 lb sq in pressure in the tyres will still not keep the wheel rims away from the road, for by now they are down to penny-sized wheels, revert to solid tyres. General welcome for this: you can repair gashes with Bostik or chewing gum.

Increasing importance will be attached by the car-buyer to the magic 100 m.p.h., colloquially known as "the ton." Top-level discussions here will decide that having adopted a policy of shipping the more clamant cars abroad to *autobahnen*, where the road test staff can dine off *moules Richard* instead of fish and chips, is not good enough. Tests will be held in England, and the maximum figure will be "Number of counties required to wind up to 100 m.p.h. in following gale."

The imposing forecastle and poop of American cars will grow more imposing. These vast areas will meet. Six mink coats will be given away with all de luxe models (raccoon for cooking cars), so that the deck cargo can travel without feeling the weather too much. Mr. G. W. will read a Paper to the S.A.E., proving that this is a Good Thing.

Dogs, Dodgy or Solid

SHORTLY after earnestly recommending motorists not to swerve for dogs, on the grounds that they dodge better than cars do, a small animal confirmed this for me. He ran out; I braked but kept straight on; he took off like a flea, and landed on the exact patch of road I should have covered if I had swerved.

I have only once had the misfortune to strike a dog. He was a large, Lam-

beth mongrel, who ran across my bows and produced a loud bump and a jar throughout the car. Stopping, I noted a bent bumper end, and the animal standing on the pavement, wagging his tail and wearing a puzzled expression. He was the picture of classic con comedy: "Golly, Rastus, who frew dat brick?" Examining him, I could not even find a bruise or sore place. The car weighed 15cwt, and had been doing 30 m.p.h.



Not to swerve

Connoisseur

A MOST discriminating car thief has stolen, in the West End of London, the car of a famous designer and chief engineer. Though it looks standard, the construction is largely of precious metals, used to minimize weight, and the engine is full of experimental modifications. It is hoped that even if the thief never returns the car, he will write, anonymously, a technical report on the mods. in due course.

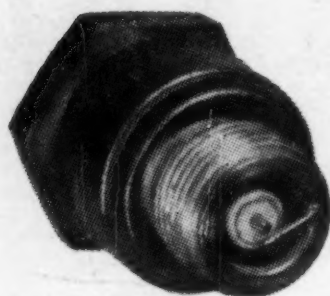
More Breakdowns?

IT is startling to realize that, in the past year the A.A. estimates that one in six of its members had breakdown attention from a patrol; the proportion has steadily risen. Engines lead the trouble stakes with 27 per cent. Other trouble makers were ignition 14½ per cent; flat batteries 8 (in which dynamo charging failures must be included, I suppose); lights, wiring and fuses 7½; clutches 4; and transmissions a surprising 14 per cent. I do not see any figure for punctures, but I suppose they do not count as breakdowns.

There are two schools of thought about keeping a car. Some do not like anything to be inspected or adjusted until actual failure occurs, believing that if a car is sent into a garage, additional work which is not needed may be carried out and charged. Others like everything checked regularly, and I am of this school myself. But I do see the other point of view, and I have often had experience of the scrapping, or attempted scrapping, of good parts. It never happens with my present garage. They also have a skilled engineer or two.

HOW THEY WORK AND HOW TO LOOK AFTER THEM

Part · 1



PLUGS

This is the first of a short series of articles requested by new-motorist readers (including ladies) who wish to look after simple service and maintenance themselves, and to know more of the way components work.

SPARKING plugs have changed little in principle through the years. A central electrode runs from the top terminal down inside an insulator and ends in the open; the spark jumps across an accurately determined gap from this central electrode to another electrode or electrodes which are part of the metal body of the plug, screwed into the engine and providing a perfect earth. The spark has two stages, a thin blue thread called the "capacity component," which is said to start ignition. Then comes a more lasting "inductive component," which is reddish-yellow, and makes sure of the weak ignition provided by the first, which might fail to ignite the petrol vapour, especially in cold and wet mixtures.

For practical purposes of checking, as after a breakdown, it is a reasonably satisfactory standard if a spark at the points of a plug unscrewed from the combustion chamber and tested in the open air is bright blue, and makes an audible click. It is sufficient to rest the plug on a metal part of the engine and start up for a few moments (or turn the handle with ignition switched on). Serious discoloration of the spark indicates the need for plug cleaning, for attention to the contact breaker, and other checks.

It is possible for a plug to spark well in the open, but to fail to do so in a compressed mixture, which presents obstruc-

tion to the passage of the current. The historic test for a "dud" plug is to run an engine at fairly fast tick-over, and successively short-out one plug at a time by connection with a wood or plastic handled screwdriver between plug terminal and engine metal. A plug whose shorting (or disconnection of the cable) produces a drop in revs and change of engine sound, is obviously doing its job; the faulty one produces no change. But this rather rough-and-ready test will indicate only a very bad plug, because at fast tickover compression is slight, and a plug which has passed the test may still fail to fire when the engine pulls hard.

And so the only arbiter of the soundness at full power of a suspect plug which is clean and correctly gapped is a proper plug testing machine, at a service station. In these the plug is screwed into a small compressed air chamber, and checked for regular firing under rather more than the compression pressure appropriate to its gap. Any internal weakness will cause the spark to seek an escape gap elsewhere in the machine, and perform there. Such testers can indicate that the plug is adequate, but past its best, and it is then advisable to buy a new plug or plugs for immediate replacement, or to carry them in the car. However, as correct ignition affects starting, fuel consumption and reliability, it seems best to replace a plug before it becomes inefficient.

Some plugs do not work well, although cleaned and gapped, if the electrodes facing each other have rounded (i.e., not squared-up) edges or a pimple of metal standing proud. A plug file will attend to the pimple, which should be removed before the gap is set—always by bending or tapping the outer point, and *never* by trying to bend the central electrode. In emergency and for short periods, plug gaps are not critical.

Plug testers also incorporate provision for blasting and cleaning the insides with abrasive. Modern one-piece plugs are not easy to clean by hand, but the demise of the plug which could be taken apart is no loss. It was difficult to separate, dismantling involved disturbance of the seal between body and insulator, and could crack the insulator.

This insulator, by the way, is nowadays almost always a synthetic rock made of aluminium oxide under tremendous heat, and a distant cousin of the precious sapphire. It demands little except maintenance of a clean outside.

The quite recent introduction of corrosion-resisting points for popular plugs—chromized and other electrodes, as opposed to the expensive platinum-pointed specials—has been a great

advantage. They corrode less and keep correct gaps longer.

Correct plug type may be vital—indeed, one has known cases of engines so fussy about this that the change to a different brand of equivalent type has made a subtle difference for the worse; but this is uncommon. The greatest difference is in heat values. A "cold" or "hard" plug in high-performance engines runs cool, and will not suffer heat damage, or glow and ignite the mixture before it sparks. In a low-performance engine, however, it might run too cool, and suffer from fouling.

A "soft" or "hot" plug is designed to maintain, in similar conditions, a greater temperature of the points so that they are self-cleaning; and in a very hot running engine it may overheat. The difference is illustrated by the racing car practice of starting an engine on soft (hot) plugs which will not oil-up and then, when the engine is warm, swiftly changing over to hard (cold) plugs for racing. But the plug makers have been steadily widening the heat range and tolerance of their plugs and types are becoming fewer and fewer.

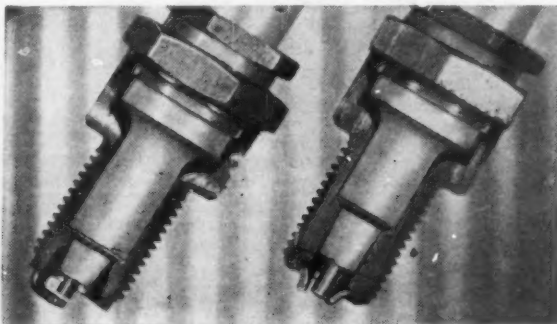
However tolerant normal types of plug may be, there is perhaps one excuse for change: abnormal cars. The very old, oily and gently used engine may—with discretion—have a hotter running plug, though this would indicate that the need for engine overhaul was drastic! The family engine used as a sports engine, perhaps with higher compression, or overloaded and perhaps overdriven on a summer holiday, may need a cooler plug.

When condensation on cold, damp mornings makes starting difficult, the plugs may be taken out and, if they look wet or oily, dried over a gas flame until they become too hot to hold in the fingers. They are then quickly refitted in the engine for another attempt to start. But, whatever the need for haste, do not muddle the plug leads!

Plugs are made in six different thread diameters—the 14mm size is in common use in this country—and in "reaches," or thread lengths, ranging from $\frac{1}{2}$ to $\frac{3}{4}$ in. It is important to use the correct reach of plug for a particular engine; most British cars use $\frac{1}{2}$ in reach. The correct plugs are specified in a car's handbook; one should never depart from the specified reach.

The material of these articles is amplified by and may be read in conjunction with two *Liffe* publications—*KNOW YOUR CAR* (3s 6d, postage 6d) and *VALUE FOR MONEY MOTORING* (7s 6d, postage 7d), obtainable from booksellers or from Dorset House, Stamford Street, London, S.E.1.

Below: Champion experimental plugs after long test, showing corrosion of normal and of chromized electrodes. Right: A new type of KLG plug (FE-), having a short nose and a wide gas-space. It is happy in a very wide range of combustion conditions. On its right is a more normal plug





OVER THE PASS of Grand St. Bernard, heading from Switzerland to Italy. A $3\frac{1}{2}$ -mile tunnel is to be constructed next year to save tourists the 8,000ft climb, but many will still take the high road for the sake of the magnificent scenery

Correspondence

She Laughed When They Got Out to Push

Memories of Motoring 55 Years Ago. My first and second rides in a motor car were in June, 1902, in the West Riding of Yorkshire.

On the first occasion my uncle asked three of us to go for a run. We stopped in a village to enquire the way, and a crowd seemed to come from nowhere to look at the car. We set off again and went down a hill which had a board saying "Dangerous to cyclists," then another board saying "Very dangerous to cyclists." Uncle told the three of us to get out and to try to hold the thing from going too quickly, as he was not sure of the road, and also he hadn't been driving very long (though he had had a car of some sort before, the passenger sitting in front and the driver behind).

On my second ride Uncle took a party of us to a big family gathering at Dick Hudson's, on Ilkley Moor; to get there we had to go up a hill, and he asked us to get out and push. We did, but I laughed so much on account at having to get out that I was not asked again.

Birkenhead, Cheshire.

P. TAYLOR (MRS.).

Perfect Filling Station

Taken for Granted in America. The article entitled "The Perfect Filling Station" (4 October) prompts me to remark that all the things mentioned in this article Canadians and Americans take for granted—clean rest rooms (or toilets) are standard, with soap, towels and all trimmings. And as for service, well. . . . You drive up to the pump for gasoline; right away a man will clean all your windows, check the oil, battery and tyres. There is no charge for air, as I understand there is in England; all pumps are computing, so that you can buy fuel by the gallon

or by so much money. Usually the pumps are laid out in the station in such a way that they can serve at least two cars at once. We have to wait for the man to go back into the office to get the change if needed, but that is usually done in a second or two while someone else is cleaning the car windows.

We did away with covering-over the pumps a good many years ago; when a big truck comes in for gasoline or service, it might not be able to get close to the pump and then the covering was sometimes damaged. As for keeping dry while getting served at the pump, the driver doesn't have to get out of the car in most cases.

Repair garages seem to be one place where it looks like the English are being taken. If the owner of the garage to which I take my car ever came to the British Isles, he would soon have all the business.

Let me tell you of his system: First there is a work order made out, and as each job is completed it is signed for by the man who does the repair. If there is any complaint by you within 15-30 days according to work done, all he has to do is to check on the order and see who did the work, and heaven help the mechanic if it is his poor work that is the cause of the trouble. Once the car goes into the garage it is their responsibility; any damage done while the car is in their care is repaired by them, and they are very careful not to scratch or even dirty the car.

I am the proud owner of a Vauxhall Cresta 1957 model—it is

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

my second Vauxhall and won't be my last. When I took my car in for an oil change recently the serviceman had the misfortune to back the car into the corner of the building, putting a small dent in the rear bumper. The dent is so small an English penny piece would cover it, but when I went in for the car they told me what had happened and said that they had already ordered a new bumper, and that it would cost me nothing.

What the garages and filling stations must be made to understand is that it is the motorist who keeps them in operation; anyone who forgot that on this side of the ocean would soon be closing his doors.

Hamilton, Ontario, Canada

DONALD HEWITT.

Running Costs

Was Maintenance Adequate? I have read with interest the article by A. H. S. entitled "Running Costs" (6 December), and note his remarks: "Servicing was carried out regularly by Ford agents, and the expenditure on this item—about £45 in 3½ years—makes 'do-it-yourself' seem hardly worth while where a new car is concerned."

Nevertheless the first service was not until 2,900 miles had elapsed; subsequent servicing was usually at intervals of 1,500 miles, not 1,000, and often not for 3,000 miles, e.g., a service at 17,400, not again until 20,000, and then only at a cost of 14s 6d (hardly an adequate 20,000-mile service, surely), but the most disturbing feature was that no servicing took place after that at 40,800 until he sold the vehicle 3,300 miles later. The unfortunate purchaser of such a neglected motor car has my very real sympathy.

Newport, Monmouthshire.

P. EDWARD DIPPLE.

Acceleration

The Tipper and the Tifter. The Scribe wondered about the 0-30 m.p.h. time of a short 5-ton tipper (22 November); on level ground, unladen, the mean of three attempts was 5.6sec; this was done on third gear only—unkind, I agree, but most satisfactory when opposed by a man wearing a "tea-cosy tifter."

Many of your readers complain of queues caused by goods vehicles, but I find I'm more often baulked than baulking, particularly on hills or in traffic, and—dear, oh dear—those lady shoppers!

At weekends I too am a motorist, and I feel certain that the driving standard of the Sunday driver is by no means as bad as many self-styled seven-day drivers, with their bad manners and superiority complex, would have us believe.

Before they all scream, I will point out that it is possible to fit forty into the hour without frightening people.

Farnborough, Hampshire.

TRUCK DRIVER.

100,000 Miles Minor

Tip from South African Owner. N. C. D. (22 October) wrote that he exceeded 100,000 miles in a 1953 Morris Minor; I have just exceeded this figure also, but in the 1950 s.v. model, with blower. What amazes me is that N. C. D. covered 72,000 miles on a set of tyres. I have had to change at between 15,000 to 20,000 miles on the 5.00×14 tyres; since changing to 5.60×14, I am doubling tyre life, and I strongly recommend any Minor owner to make a similar change and experience superior comfort, handling and long life. This goes also for the Wolseley 1500.

My Minor is in use every day and has made lots of long fast trips. It will cruise at a steady 65 m.p.h. all day; if cruised at a higher speed much water is lost through boiling.

Any small English car in the right hands will comfortably exceed 100,000—even the synchromesh is still perfect, which speaks well of the quality of the material used.

Johannesburg, South Africa.

T. J. JOYNERWOOD.

Argentine Grand Prix

"Surprised and Shocked" by R.A.C. It is with the deepest surprise and shock that I read a Press report indicating that the R.A.C. had asked the *Federation Internationale de l'Automobile* to withdraw Argentina's permit to hold the Argentine Grand Prix on 19 January. The report also speaks of an



PROUD OWNER of this car, seen in Glasgow recently, has apparently arranged for the head of a securing bolt to add the full point which makes this a particularly significant number plate

entirely gratuitous allegation that the *Automóvil Club Argentino* is evidently favouring Juan Manuel Fangio.

I am personally acquainted with the authorities of the *Automóvil Club Argentino* and I know them to be a hard-working and enthusiastic group of men who are struggling against a very serious financial problem left to them by the administration which was in force in the A.C.A. in past years. The reason they could not confirm holding the race before was purely financial, and it is only by the exercise of the utmost enthusiasm that it was eventually possible to give a definite date.

The R.A.C. refer to Vanwall and B.R.M. as being unable to send cars because of the *Automóvil Club's* lateness in inviting them. I saw the telegrams received from both those firms and the real reason they are not coming to Argentina is the change-over necessitated by the F.I.A. 100-octane fuel ruling. Mr. Vandervell spoke of "preparing cars to race in April" (presumably in Monte Carlo) and said all the cars were totally disassembled. The telegram from Mr. Peter Berthon mentioned something about "fuels" (I do not now recall the exact text). In no case was anything said about the time limit, though this was, admittedly, short.

The fact that British teams have had to wait 30 years to win a major Grand Prix race should not blind the august R.A.C. to the fact that motor races are best won on the track and not in Paris. Furthermore, the R.A.C. appear to be quite disinterested in the fate of Ferrari, Scuderia Sudamericana and Scuderia Centro-Sud who have already shipped cars here. This remarkable preoccupation by the R.A.C. was, as far as I can recall, not in evidence during the years when Britain was striving to win her first Grand Prix.

Lomas de Zamora, Argentina.

RONALD HANSEN.

Keeping Up with Elmer

An Attack on American Standards. Why is the American car the way it is? The answer, I think, is to be found in the idea that every creation is an expression of the culture of the people who had conceived it. Hence the American car to me is a poem in metal, chrome and gaudy colour, revealing some of the significant traits of the American people. They are a young and adolescent people, feeling the need for a new toy every so often. In the creation of these toys they are like adolescents who, engaged in a pleasant pursuit, are so often incapable of saying "stop" to themselves, going on and on in a chosen direction, showing little intellectual control—bigger and faster cars are produced, with larger and larger engines, more chrome and cheap embellishment every year, unnecessary bulk and display. The vee-8 trend got under way, largely for reasons of fashion: If one kid has a particular toy, the other must have a similar one at all costs, and without thinking "why?"

However, the American car is accepted in the larger part of the world as the "standard car" or "a car." Cars of lesser size are "small cars." In other words, the products of other nations and cultures, older and usually more mature, are continually being compared with and weighed up against the American "car"! This leads to unwise copying, imitation and the pursuit of design and styling trends wholly unsuited to other conditions and requirements. The American standard of living is one of the highest

in the world; most other peoples are "poor" in comparison. But now they are being forced (without perhaps being consciously aware of it) to live up to this American conception of what a car should be. While in America these cars are cheap, petrol is cheap and money is plentiful, in most other countries the man buying the American car (for reasons of fashion, the erroneous belief that he is buying the "standard car," while he is in fact buying a large car, a monstrosity) pays a staggering proportion of his yearly income.

At one time the American car was a sensible vehicle. I have owned American, British, German and Italian cars. I am not deriding the American products solely on principle, but objecting to the unhealthy influence which America today is having on the "bread and butter" type of cars being produced in other countries, and on the budgets of other people. In this twentieth century, when spiritual values are declining and cheap, materialistic values are gaining ground, it grieves and alarms me that in the field of passenger vehicle production the American philosophy, deriving as it does its inspiration from an adolescent and underdeveloped emotionality, should be allowed to influence the thinking of other creators to such a large extent. The American designer often takes his initial inspiration from design and styling trends conceived in Europe; due to his immaturity, however, he takes only that which appeals to his coarser senses; he popularizes it and so destroys it.

One can only hope that this influence will gradually lose its momentum, that this philosophy will become so grotesque and silly that the basic sense of proportion present in most peoples will assert itself, and turn them to the usually more sane and practical products of other countries; that the Americans will be allowed to play in their nurseries with their "toy" cars, behind closed doors.

Lourenco Marques,
Portuguese East Africa.

S. J. H. DU TOIT.

UNLIGHTED BICYCLES

Views of a Man on Two Wheels. I am a cyclist, I am keen on motoring, I am, for the most part, a pedestrian! I think a few cyclists are considerate. I try my utmost to be so; my cycle is fitted with a rear-view mirror, so that I know what is behind me. I have a very efficient rear light which is very easily seen and is not obstructed in any way whatsoever.

Some motorists are indifferent to cyclists—they will not give any cyclist the right of way, and they give them a waking-up with horns. Drivers who are dazzled should close one eye until the danger is past—the one eye which is relieved from strain gives wonderful vision when reopened.

Pedestrians deserve, on the whole, something which is quite unprintable in this wonderful magazine. When will they keep to the kerb which is provided?

Croydon, Surrey.

"GOOD CYCLIST."

Rejoinder from Platypus. Correspondents who cloud the main issue by drawing red-herrings across the trail do little to solve a problem, and this, I am afraid, applies to Mr. K. Anderson (13 December) and others who regard my complaint (15 November) merely as a grouch against cyclists in general and as evidence of a lack of driving experience and ability. I do not intend to reply to such arguments by attempting to justify myself in that regard. I have yet to learn that self-esteem is any recommendation, or that people entirely unknown to one have any basis upon which to presume the ability, or right to judge one's motives.

I can agree with Mr. Anderson in the use of Scotchlite reflecting tape. If one could only get the people in Whitehall to forget that this material is a proprietary product and, I think, a monopoly product, we would go a long way along the road to making our highways very much safer than they are. Why, though, when they are even now considering the replacement of road signs with reflecting-painted signs, the Ministry should still hold out against the same material as a vehicle reflector, I fail to understand.

The adhesive tape reflector is not the only one of its kind, and I have had a similar type of reflector which consisted of a 4in by 1in aluminium strip upon which the reflecting substance was actually painted, the strip being secured to the car by self-tapping screws; in New South Wales and Canberra, these strips, and Scotchlite in general, were officially approved as the preferred form of compulsory rear reflector for all road vehicles. If one used these reflecting materials one was not required to fit the more conventional prescribed lens-type reflectors. I don't agree that these tapes should be on the rider's clothing—they should, in the case of a cycle, be on the rear mudguard in the form of a 6in×1in vertical strip starting within 2in of the

Magnette Modifications

And Application to a Wyvern. I read with interest your recent correspondence regarding the modification of the exhaust system on the M.G. Magnette (20 December) as I have had similar experience with my 1954 Vauxhall Wyvern, which was originally fitted with a baffle-type silencer and a tail pipe of small diameter which went over the back axle, making an acute U detour in order to clear the travel of the back springs.

I have now fitted a V.W. Derrington straight-through-type silencer and a 1½in tail pipe dipping below the back axle; this gives a straight run from the exhaust manifold to the back of car without changing the diameter of the pipe.

This modification has increased the top speed over a flying quarter-mile from 71 m.p.h. to 75.6 m.p.h. and improved the petrol consumption by 2-3 m.p.g. on hard driving; the exhaust note is rather more crisp but in no way objectionable and the acceleration is slightly improved throughout the entire speed range. If anybody is concerned about the ground clearance of the lowered tail pipe, the front-axle beam is still over 1in nearer the ground.

Thames Ditton, Surrey.

FRANK C. SMITH.

Christmas Spirit

Thanks to Bob Gerard. May I, through your columns, say "Thank you," to Bob Gerard for sharing, on yet one more Christmastide, his magnificent Christmas Tree with all of us who travel along A50 north-west from Leicester.

For several years now a beautiful tree, 20-25ft tall, growing in his garden, has been illuminated with coloured lights "close beside the (Charnwood) forest fence," and all of us who pass by appreciate and enjoy the pleasure of sharing this festive decoration once again.

Coalville, Leicestershire.

M. S. PRICE.

bottom of the mudguard, and should, of course, be red. The silver tapes on many cyclists' gloves and riding coat belts are rather disconcerting—red is the rear colour and should remain so.

Pedal reflectors are, I agree, quite effective. Their drawback is, of course, that they are liable to become mud-bespattered and ineffective and so become a danger to the rider rather than a benefit. I am quite sure that there are not many cyclists who deliberately flout the law—but one has only to hit one of them to be up on a manslaughter charge. I think that one cause of trouble is that the cyclist never gets the same view of his rear lighting as does the motorist who follows him 20 yards behind. What seems to be quite adequate to the cyclist as he inspects his light at a distance of 3ft or less when he turns it on, is entirely inadequate to the following motorist at even five yards distance, particularly if he is temporarily dazzled by an oncoming car or by the lights of a following car in his mirror. I am quite certain that most cyclists ride along blissfully ignorant of the fact that their rear lighting, as a warning, isn't worth a peanut shell. Only last night I overtook a rider who had three reflectors (or two and a light) and although I saw him in ample time I did not see a glimmer of red until I was pulling out to pass him at a distance of 10 to 12 feet. With three alleged red signals, there is no doubt that he was not deliberately flouting the law, but that he regarded himself as being perfectly safe—and yet the three signals in combination were not worth a scrap to him as a protection, although they probably more than complied with the law.

I have no "anti" to cyclists—I was one myself for very many years, until *anno domini* set in—but in 39 years of clean-record driving my closest call was with an unlighted cyclist when the only sign I had of his presence ahead of me was one sparkle from a chromiomed pedal when I was less than 10 yards from him. My passenger, a fellow magistrate, did not even see him until afterwards (when the cyclist drew a knife on us!).

Even one accident is one too many, regardless of who is at fault. I have heard it said about careless pedestrians and unlighted cyclists that "they have it coming to them." Contributory negligence is no release to the motorist, however, and I do feel that in our own interests, alone, we should try to obtain a more uniform observance of road laws. There is little justice in a state of affairs which places the whole onus on the four-wheeler and allows the two-wheeler to get away with it. Accident statistics show that he doesn't, but these are apparently insufficient indication to those who should act.

I heartily agree that we should bombard our M.P.s ad nauseum, but it should be in concert; the lone voice crying in the wilderness is unlikely to be heard.

Warwickshire.

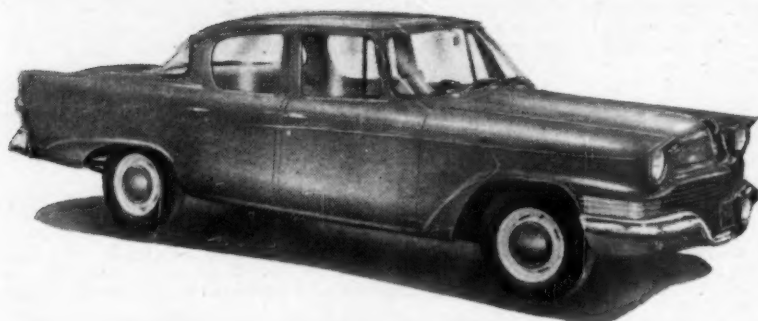
PLATYPUS.

NEW CARS

Unusual two-colour zoning and "blisters" for the paired head lamps on the Studebaker President four-door saloon



1958 STUDEBAKER-PACKARD



Unusual for an American car is the almost entire absence of chromium on the Studebaker Scotsman

European influence is evident in the simple and restrained styling at the front of the Studebaker Golden Hawk. Side lamps are mounted separately above the front wings

Latest addition to the Studebaker range is this President hardtop. There is no centre pillar above the waist



PRODUCTS of the Studebaker-Packard Corporation for the 1958 season, examples of which were shown at the Paris Salon and the London Show at Earls Court, incorporate no major mechanical or bodywork changes, except that a modified version of the Studebaker Golden Hawk now bears the name of Packard, and is distinguished from the Studebaker by a steeply-sloping bonnet and full-width intake orifice.

Both cars have the same chassis dimensions, and the same supercharged vee-8 engine giving 275 b.h.p. The Packard version has pleated leather upholstery and other minor differences of trim and equipment. This is the only Packard model at present on the market.

Since the original announcement of the 1958 range, a new body has been introduced in the Studebaker Commander and President series. This is a two-door hardtop, reminiscent of the Hawk, with no centre pillar above the waist line. Overall height is 4ft 9in.

The Studebaker range of sedans and station wagons comprises the Champion and Scotsman economy models having a 76.2 x 111.1 mm (3,041 c.c.) six-cylinder side-valve engine; the Commander four-door sedan and Provincial station wagon with a 4,248 c.c. vee-8 engine giving 180 b.h.p. (195 b.h.p. with the optional power kit of four-choke carburettor and dual exhausts); and the President four-door sedan which has a 225 b.h.p. vee-8 of 4,736 c.c.

Of the sporting Hawk line there are three versions—the Golden Hawk already referred to and the Silver Hawk, which can be had with either the side-valve engine as used in the Champion and Scotsman, or the larger vee-8 engine tuned for either 210 or 225 b.h.p.

The Hawk models and the President are mounted on a 10ft 0in wheelbase, whereas all the others are shorter by 4in; 14in wheels have replaced 15in, and this, together with a one-piece propeller shaft to allow a lower floor level, has reduced the overall heights.

Dual head lamps are standard on the Commander and President series, optional on the Champions, and not available on the Hawks. Of these, the outer lamps are used for town driving and comprise also the dipped beam, whereas the inner lamps are set for full range and are cut when the dipper switch is pressed.

Variable-rate coil springs for the front suspension, leaf springs at the rear which

are 4in longer (and assembled with the rear axle forward of the centre line, to give added resistance to dip under braking and acceleration) are claimed to have improved the ride; an improved stabilizer bar complements the front suspension. A limited slip differential, a Studebaker-Packard feature, is still available.

Captive-Air tyres, claimed to eliminate the need for a spare, are provided on the Provincial and Scotsman station wagons when what is termed the Hideaway seat

(optional) is fitted to increase passenger capacity from 6 to 8. This seat can be folded away to occupy the space normally taken by the spare wheel.

The President sedan and hardtop, the Golden Hawk and the vee-8 Silver Hawk have finned brake drums to improve their cooling and fade-resistance.

Flightomatic automatic transmission is available on all except the Scotsman station wagon and sedan, and overdrive is an option for all models having

the standard three-speed transmission.

New trim materials with intriguing names decorate the interiors of the latest cars. For instance, the President Classic "combines fabric insert pleats of a Jacquard woven Abstract pattern of Ratine yarns, with finely textured, light-coloured nylon bolsters. On the padded door panels, Royal Moroccan grain vinyl accent panels contrast with a Shantung vinyl. Floor coverings are a matching, two-tone deep pile carpeting."



Front bumper and air intake are unified on the Chrysler New Yorker. Power output has increased from 330 to 345 b.h.p.

Large rear window and forceful tail finning of the De Soto Fireflite (below)

Chrysler, Plymouth, Dodge and De Soto

CHRYSLER'S current styling, introduced in 1957, is more pleasing to European eyes than that of many transatlantic products. External ornamentation is relatively restrained, and the bold simplicity of line gives their cars a natural grace. Overall height is small and, on most models, lines are continuous from front to rear and culminate in rising tail fins of large proportions. These, quite apart from adding to the impression of size, in all probability give the benefit of improved directional stability in cross winds.

For 1958, all cars have modified radiator grilles and the four head lamp system, with the lamps arranged in pairs. Windscreens of the twin-wrap type are standard on all Imperial models and convertibles, and on the hardtop versions of the Dodge and De Soto.

An extensive range of colour choices is available for most models—for example, in the De Soto series a customer can specify one of 20 "solid" colours, or 140 two-tone combinations.

A new vee-8 engine, called the Golden Commando, is optional for all Plymouths. Capacity is 5,735 c.c., with bore and stroke of 103.2×85.7mm. In-line, overhead valves are push-rod operated in wedge-shaped combustion chambers, and valve guides are integral with the cylinder heads. It has hydraulic tappets, two four-choke carburettors, dual exhaust system and ignition distributors. Bendix electronic fuel injection is optional.

In the Dodge and De Soto ranges also, two engines of new design have been introduced; both are vee-8s. The Ram-Fire of 5,735 c.c. capacity has the same bore and stroke as the Golden Commando, with a single four-choke carburettor and dual exhaust; this is standard for all Custom Royal models and all Dodge station wagons. An optional engine for all Dodge models is the D-500 of 5,916 c.c. capacity (104.8×85.7 mm bore and stroke) which also

has a single four-choke carburettor and dual exhaust. Then there is the new Turboflash vee-8 of 5,735 c.c. for the De Soto Firesweep. This same engine, increased in capacity to 5,916 c.c., is installed in the De Soto Firedome and Fireflite models.

All new vee-8 engines have a carburation refinement named the Econo-Choke, described as a triple-stage vacuum piston which prevents over-richness during part-throttle operation. Compression ratios of the latest engines have risen to 10 to 1.

Chassis details are virtually unchanged. Frames are of box section and those for the convertibles have an extra stiffening X-member. Front suspension is by unequal-length wishbones, ball-joint swivels and longitudinal torsion bars; an anti-roll bar is fitted. The rear axle is mounted asymmetrically on the springs to reduce wind-up, and there are wax inter-layers between the spring leaves.

Brakes are 11in diameter on the Chrysler Windsor, all Dodge and Plymouth models and the De Soto Fire-



sweep, and 12in on all other types. There is a transmission parking brake.

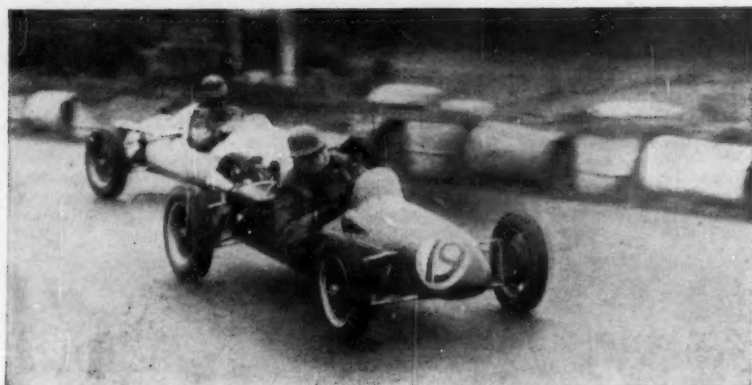
On most models a choice is offered of manual shift with optional overdrive, or a two- or three-speed automatic transmission incorporating a torque converter. Push-button control is standard on cars fitted with the three-speed Torqueflite transmission. Other important mechanical extras are power assistance for steering and brakes. Power steering is standard on some models.

Driving seat and windows can be provided with electrical control, the seat being adjustable for vertical and horizontal position and for rake.

Operation of the windscreen washers starts the wipers. Air-conditioning equipment also can be specified.



Chrysler's most luxurious product—the Imperial Le Baron four-door saloon



BOXING DAY AT Mallory Park

Above: A determined Eccles, who was second in the 500 race, leads M. Balfour out of Shaw's Corner. Below: They're off! The pack gets away at the start of the second race; the winner, B. Schofield, Lotus-Bristol, is on the far side of the front row



IF these Yule-tide meetings continue in England—and there is no reason why they should not—what little is left of the so-called “close season” may vanish altogether. For the past few years Brands Hatch has provided enthusiasts in the south with a delightful last course for their Christmas dinners and now those in the Midlands have a similar opportunity.

There were four events on the programme organized by the Nottingham Sports Car Club at Mallory Park. Sports cars up to 1,250 c.c. capacity started the ball rolling with a 10-lap race and E. G. Greenall, 1,098 Lotus-Climax, led all the way. He had to work hard for his victory as an earlier model Lotus with a similar engine, and driven by B. Harpin, had him in sight most of the time. A potential place man, Chris Summers with a Ford-engined Lotus, was on their tail until the fourth lap when he entered the Esses backwards and slid gently into the ditch on the outside of the track. Marshals soon had him on his way undamaged, but a lap in arrears.

Another Lotus-Climax—they were as numerous as mincepies at the festive table—driven by C. S. Dodd moved up, but was held off by C. J. W. J. Meek

in a side-valve-engined version. Greenall and Harpin were well away in the lead, and Summers reached fifth position by the time the chequered flag fell.

Another 12-lap event, for the larger sports models up to 2,000 c.c., included a familiar-looking blue A.C. Ace with a Bristol engine, entered by Rudd Racing and driven by R. D. Jennings; Austin Nurse with the dark red Cooper-Bristol that has covered many miles in club racing; and B. Schofield's potent Lotus-Bristol.

In the front row were Schofield, B. Cox (Elva-M.G.) the A.C. Ace and J. Randall in a Lister-Bristol with bodywork which bulged like a film star. Nurse in the Cooper-Bristol came round in second place behind Schofield at the end of the first lap; soon after, Cox with the Elva, who had been lying fourth, moved past the Ace driven by Jennings. Down among the back markers T. J. N. Deaville, Triumph TR2, overtook I. J. Taylor in another TR2 on the rise up to Shaw's Corner; meantime quite a scrap was developing between Mrs. A. Scott-Moncrieff, Lotus-M.G., and C. Summers, this time in a Morgan.

The slight unevenness which the exhaust of Schofield's Lotus-Bristol seemed

to have suffered earlier in the race had gone and the light blue car was tearing round the circuit in fine style. The track surface was not dry enough all round for liberties to be taken but no one came to grief, and Schofield led them all home, with Austin Nurse in second place and B. Cox with the Elva close astern. As the tail-enders pulled into the paddock the air was shaken by the bark of the five-hundreds being marshalled for the next race.

Fifteen laps were required of these ex-Father Christmases and their motorized sleighs, and there was the customary formula 3 start with plenty of noise. J. Pitcher and P. Robinson both in Cooper-Nortons, were out in front, followed by A. Eccles and M. Balfour also in Cooper-Nortons. At half distance Pitcher came to rest on the far side of the circuit with a detached plug lead; Balfour was being harassed by A. E. Liddle, Cooper-Norton, and by J. R. S. Parker with a J.A.P.-engined Cooper. It was Robinson's race, and there was very little anyone else could do about it as he drove home to a fine finish.

Competitors in the last race of 20 laps comprised the fastest 14 finishers in the sports car events, and the highlight was the battle royal between Schofield (Lotus-Bristol) and B. Harpin (1,098 c.c. Lotus-Climax). E. G. Greenall (Lotus-Climax) was on the tail of the Bristol-engined car until the ninth lap when he was passed by Harpin who was using his utmost skill to get in front, but could not match the Bristol engine.

Meanwhile, amid all this excitement, C. J. Meek was circulating very slowly with his Ford-engined Lotus, determined to finish but dogged by loss of oil pressure; J. Looker was unlucky to take his Morgan-TR2 up the bank at the hairpin bend. Gerard's Bend proved a teaser as drivers faced the setting sun, and some had a closer look at the railings beside the lake than was altogether comfortable.

PROVISIONAL RESULTS

Sports Cars up to 1,250 c.c.: 1. Lotus-Climax 1,098 (E. G. Greenall), 13min 11.6sec, 75.67 m.p.h.; 2. Lotus-Climax 1,098 (B. Harpin), 13min 34.6sec; 3. Lotus-Ford 1,172 (C. W. J. Meek), 14min 11.2sec. 1,251 to 2,000 c.c.: 1. Lotus-Bristol 2,000 (B. Schofield), 13min 25.8sec, 72.38 m.p.h.; 2. Cooper-Bristol 1,971 (A. J. Nurse), 13min 39sec; 3. Elva-M.G. 1,467 (B. J. Cox), 13min 39.6sec. Up to 2,000 c.c.: 1. Lotus-Bristol 2,000 (B. Schofield), 22min 26.6sec, 71.13 m.p.h.; 2. Lotus-Climax 1,098 (B. Harpin), 22min 35.2sec; 3. Elva-M.G. 1,467 (B. J. Cox), 22min 50sec. Formula 3: 1. Cooper-Norton 499 (P. Robinson), 16min 37sec, 73.11 m.p.h.; 2. Cooper-Norton 500 (A. Eccles), 16min 42sec; 3. Cooper-Norton 499 (Hon. M. Balfour), 16min 50.6sec.

BLOWN 750

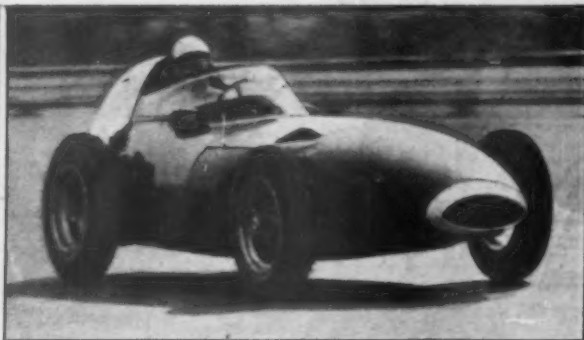
LAST Tuesday we looked in at Silverstone to see how a possible newcomer to the formula 1 racing scene would make out on its first track trials. In fact, the sponsor, Mr. Peter Glead, of Derby, could not on this occasion persuade all the cylinders to get together at any one time. But previously, he told us, he had motored for about 1,000 miles on another airfield at near to racing speeds without any trouble.

This car is a hybrid, exceptionally light, based on a Mark IV Cooper chassis (now with 8ft 4in wheelbase) and with blown R-type M.G. engine (rear-mounted) for which a figure of 179 b.h.p. at 7,400 r.p.m. has been quoted. The blower is a Marchal giving a maximum of 7 lb boost, and the compression ratio is 10 to 1. The Cooper chassis has been lengthened slightly to take the bigger engine; final chain drive has been retained.

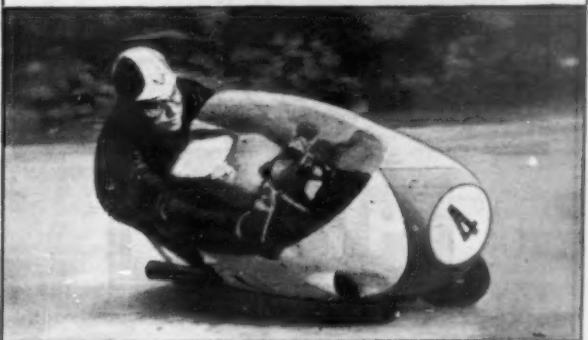
EVERY WORLD CHAMPIONSHIP GRAND PRIX OF 1957 WAS WON ON A BP PRODUCT



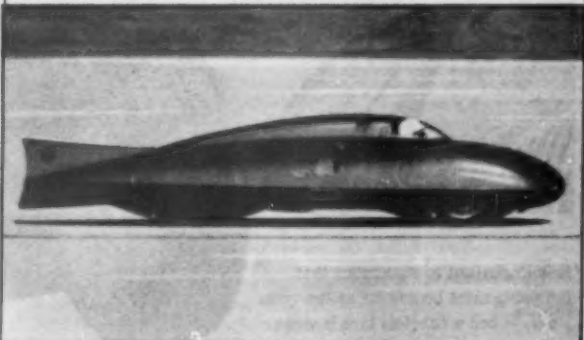
J. M. FANGIO, 1957 World Champion driver, used BP Energol in his Maserati cars throughout his wonderful season of success.



STIRLING MOSS used BP Energol throughout the year in the Vanwalls with which he won the Grand Prix d'Europe and the Pescara and Italian Grands Prix.



LIBERO LIBERATI, motor-cycle senior world-champion rider, used BP Super in his Gilera whenever the choice of fuel was open.



AT UTAH Stirling Moss broke five world speed records for supercharged 1½-litre cars. He drove on BP fuel.

WHAT A YEAR of success for BP products and British prestige! Again and again in the supreme tests – races, rallies, records – BP Energol and BP fuels were there helping to make history. And remember, BP products are products *you too can use*. You can fill up with them anywhere you see the familiar green-and-yellow sign.

Now look at some of the results in detail.

THE GRAND PRIX RACES. Every world championship Grand Prix was won on BP Energol – more often than not on BP fuel as well. The list is:

Argentine Grand Prix*
Grand Prix de France*
German Grand Prix*

Monaco Grand Prix*
Grand Prix d'Europe**
Pescara Grand Prix**

Italian Grand Prix**

The winning cars were Maseratis*, Vanwalls**.

OTHER INTERNATIONAL EVENTS. Buenos Aires Grand Prix, Pau Grand Prix, Portuguese Grand Prix, Caen Grand Prix, Moroccan Grand Prix and the Silverstone International Trophy. In all these events the winner used BP Energol; in most he used BP fuel as well. At Montlhéry Austin drivers broke 7 records including 7-days-and-nights at 74.9 m.p.h., with a production A35 saloon, on BP Super.

AND AT HOME. The Lister-Jaguar driven by W. A. Scott-Brown won the British Empire Trophy race at Oulton Park on BP Super Plus and BP Energol. This followed other successes on BP Energol and BP Super Plus in sports car races at the Brands Hatch, Snetterton and Aintree meetings as well as in the Goodwood Trophy.

Bob McIntyre won both senior and junior Isle of Man T.T.s on Gileras using BP Super Plus.

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THE METAL CLAMP-IN VALVE



THE RUBBER SNAP-IN VALVE

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The Sport

By PETER GARNIER



HAPPY NEW YEAR

LE MANS REGULATIONS

FERRARI'S PARTY

OFF WE GO into the 1958 season, with a rare old mess-up over the Argentine Grand Prix, bringing with it protests, threats and all manner of ruderies—though, of course, “beefing” in the Argentine has long since been a national industry. No doubt it will ultimately be sorted out to everybody's satisfaction—everybody, that is, with the exception of Jean Behra and Harry Schell who, because of the lateness of everything, have nothing to drive in the first race of the Drivers' Championship series.

Anyway, there it is, and a happy, less controversial and thoroughly successful New Year to you all—drivers, beefers, readers, the lot.

CONJURING UP thoughts of the dusty summer heat of the Sarthe-circuit that seem very far removed from the smog and what-not of mid-winter London, the French text of the Le Mans regulations—as usual, well in advance of the race (21-23 June)—has arrived.

Only Appendix C sports cars of up to three litres are eligible—so that there is no question, as was once feared, of the Sports Car Championship contestants running a race-within-a-race for larger cars, and thereby losing the publicity gained by an outright win (by winning in effect the 3-litre category); there will be no *gran turismo* cars either.

A notable addition to last year's version of the regulations is that cars must have a steering lock that is comparable with that of a normal car; the internal diameter of the turning circle (the path inscribed by the inside wheels, presumably) must measure not more than 12 metres (39.4ft). In the same article (Article 6, paragraph 16, page 2) it is laid down that the ground clearance at the lowest point must not be less than 130mm (5.1in).

The same driver may not now drive for more than 40 consecutive laps (instead of 36 in 1957, the idea being to give a longer rest period for the driver who is off duty). The co-efficient by which the engine capacity is multiplied in the case of supercharged engines has been reduced from 1.3 to 1.2. Superchargers having virtually disappeared from Le Mans, it is thought that this may encourage their use. The Index of Performance formula is exactly the same as last year's. In some quarters it was feared, after the Lotus runaway win in this classification last year, that the formula would have been modified by bringing in a factor relating to the number of cylinders—thereby favouring the twin-cylinder Panhards, which formed the backbone of the French representation in this category. Another British victory is, therefore, on the cards—if the steering lock of one or two of the smaller cars complies with the requirements.

It is now forbidden, when the car breaks down on the circuit, to go to the pits on foot to collect spares (or have them brought from the pit). This rule appears to have been introduced because of one or two somewhat unorthodox repair jobs that were carried out last year. The rules about people carrying on in sick or unsafe

cars have also been stiffened up in the interests of safety—though it will not be easy to enforce them. It seems, also, that there is to be no more heroic pushing of broken cars back to the pits—again, in the interests of safety of the pusher and the other cars on the circuit. It is now permitted to push only in the 300-metre braking area before the pits. A total of 55 cars will be allowed to start.

There is another new regulation which says you may not drive the car on the starter-motor (which, again, seems difficult to enforce). Entries (to A.C.O., 13, Boulevard René-Levasseur, Le Mans) close on 28 February.

CELEBRATING HIS win in the Sports Car Championship, Enzo Ferrari gave a luncheon to officials, drivers and friends of the Ferrari works at the Ristorante Fini, Modena, on 21 December; nearly 500 guests were present, but a notable absentee was Peter Collins, who was in America. Trophies were presented to Luigi Musso, Peter Collins (by proxy), Mike Hawthorn, Maurice Trintignant, Wolfgang von Trips, Phil Hill, Piero Taruffi, Olivier Gendebien, Camillo Luglio, Gino Munaron, Edoardo Lualdi, Wolfgang Seidel and Hans Wirz.

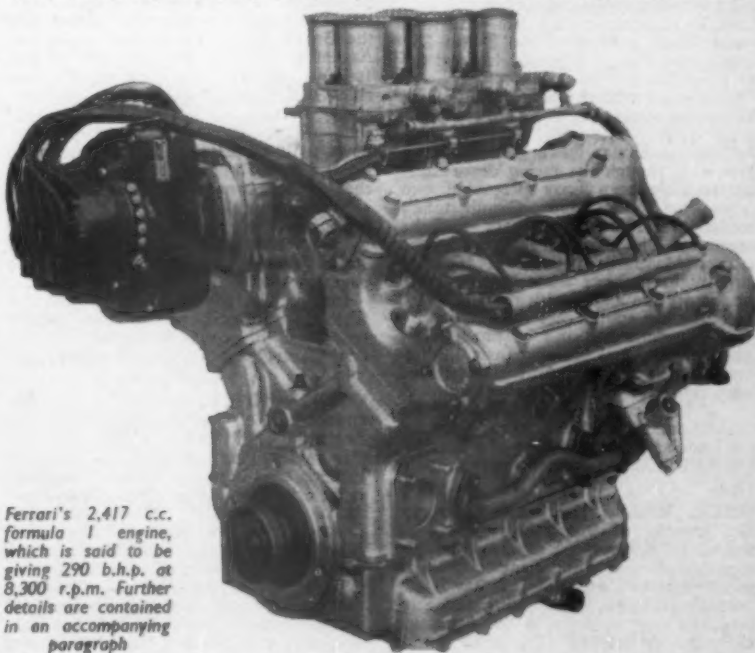
Ferrari, in an impassioned talk, said that he will continue not only in formulae 2 and 1 racing, but also in 3-litre sports car, and *gran turismo* events. Drivers of the single-seater racing cars will be Musso, Collins and Hawthorn, and perhaps von Trips; Seidel and Hill will be among the sports car drivers. Ferrari considers that plenty of warning of the adoption of 100-130 octane aviation fuel formula was given to constructors by the C.S.I., and that for-

mula 1 lap records will continue to be broken next season—despite the fuel. At the moment he has achieved an output of slightly over 120 b.h.p. per litre from the 2,417 c.c. vee-six formula 1 engine (290 b.h.p. at 8,300 r.p.m.); before the end of the season he expects the output of this engine to reach 300 b.h.p. He is fully in agreement with the 3-litre sports car limit in World Championship events—and with the Le Mans organizers for running the 24-hour race to this formula—despite the fact that certain other French race organizers apparently propose running events without a limitation on engine size.

Later during the session, full details of the cars to be produced during 1958 were announced; those of the formula 1 car, the *Tipo 246B*, are as follows: No. of cylinders: 6 (65 deg vee). Bore: 85mm. Stroke: 71 mm. Total capacity: 2,417 c.c. Compression ratio: 8.8 to 1. Maximum output: 290 b.h.p. at 8,300 r.p.m. Weight of engine: 286.5 lb. Overall length of car: 222 cm (7ft 3.8in). Ignition by twin Marelli magnetos. Englebert tyres. De Dion rear axle, independent front suspension. Dry weight of car: 1,190.16 lb.

OTHER NEWS from Italy: In Turin, Abarth is busily modifying 600 Fiats to 750 c.c., as well as getting an honest 62 m.p.h. out of the 500. The small factory is thriving, and orders for 750 Fiats in the U.S.A. have pushed production up considerably.

The new 100 b.h.p. Sprint Speciale Alfa Romeo Giulietta is only now undergoing its final road tests—testing having been held up recently by a very heavy fog that has hung over Milan and Lombardy



Ferrari's 2,417 c.c. formula 1 engine, which is said to be giving 290 b.h.p. at 8,300 r.p.m. Further details are contained in an accompanying paragraph

THE SPORT

for some time. The *Tipo 2000* Alfa, derived from the 1900S, is now going into production, but it will be some time yet before the Sprint Speciale will be seen on the road in any numbers.

Osca have produced a new 1.1-litre sports-racing car, which will run in formula 2 events this season as well as taking part in sports car events. The new twin-o.h.c. engine is called the *Tipo 372*, and produces a genuine 140 b.h.p. at 7,000 r.p.m. in formula 2 state. Starting-line weight of the formula 2 car is 1,355.46 lb; a single magneto, firing eight sparking plugs is one of the interesting features of the engine; two twin-choke side-draught carburettors are standard, and standard also is a four-speed gear box in which only third and fourth have synchromesh. The driver sits on the left; apparently a true *monoposto* chassis has been ruled out by the Maserati brothers, at least for the time being. Rumours of a forthcoming 2-litre Osca, fitted with desmodromic valves, are rife (the 372 engine, incidentally, does not have desmodromic valves; it is doubtful if Oscas will sell such an engine privately). In addition to the 372 engine, the 1,100 and 750 c.c. engines will still be built. Alessandro de Tomaso and Colin Davis will be among the Osca drivers this season.

Activity in the Ferrari works has slackened off recently, following the departure for the Argentine of three (not four) 2.4-litre, vee-six formula 1 cars. A fourth vee-six formula 1 car is under construction, and it is hoped to have it ready for the last of the Argentine races. All signs of the Lancia-Ferrari vee-8 racing cars have vanished, and all the chassis are now on the scrap heap. The ex-Le Mans and Nurburgring 12-cylinder 3-litre cars are being renovated at Scaglietti's body shop, and are obviously going to be rebuilt for this season. Scaglietti's is the busiest workshop of all in Maranello, what with his own body repair business, building the 250 Europa G.T. bodies (production of which is being stepped up), the new 3-litre Testa Rossa sports-racing cars—and now a new, open version of the 3-litre 250 Europa, the *Tipo California*, destined for the American market.

In contrast with the hive of activity at the Ferrari works, Maseratis are comparatively quiet. The new 3.5-litre Gran Turismo production line is getting off to a slow start, though the racing department has recently been busy preparing two Centro-Sud cars and Giambertone's Scuderia Sud-Americana cars for the Argentine. The general feeling in Modena is that Maserati's withdrawal is owed partially to the fact that the owners of the factory are angry with the F.I.A. for discontinuing sports cars over 3 litres—after Maseratis had put so much effort into designing and building their 4.5-litre vee-8, which is just about the fastest and most powerful sports car ever built. A few of these cars will be built to special order from the U.S.A., where they are still popular (and something of a handful, I should think) in amateur racing.

WELL, WELL . . . after what seems like months of uncertainty (owed, of course, to the aura of mystery that has enshrouded everything connected with the Argentine *Temporada*), it has finally been decided that Peter Collins and Stirling Moss are to drive in the Argentine G.P. on 19 January . . . which means

that two of the factory-entered Sunbeam Rapier team cars for the Monte Carlo Rally at this late date have lost their Number 1 drivers.

Ivor Bueb is to replace Peter Collins, and Peter Jopp takes over the hard work that Stirling should have had; the crews in these two cars, therefore, become: Ivor Bueb, David Humphrey and Francis Scott; and myself, with Peter Jopp and Dr. E. W. Deane. The remaining two team cars are unchanged—Peter Harper, Peter Elbra and Reg Phillips; Mary Handley-Page, Doreen Reece and Lola Grounds.

There is, however, the fact that the R.A.C. has asked the C.S.I. not to grant World Championship status to the Argentine G.P. The R.A.C. says it has protested vigorously because it was only just before Christmas that the official regulations for the race were received in Britain—far too late for any British cars to compete. It would be quite wrong, they felt, for the race to be recognized as a Championship event . . . an opinion with which few, in this country at any rate, would disagree, and one which, even at this late stage, presumably could alter things once more if the protests are upheld.

Marcello Giambertone, however, as European representative of the Argentine A.C., has rejected the R.A.C.'s protest. He says that he sent cables to four works teams—B.R.M., Vanwall, Ferrari and Maserati—informing them that the race would be held, as planned, on 19 January. Last Monday, Giambertone was reported as having said that the R.A.C.'s protest could only harm such British drivers as Moss, Collins, Hawthorn and Gould; he said he was amazed that the R.A.C.'s point of view would be discussed at the C.S.I. meeting in Monte Carlo on 30 January. "I have never heard of a race being considered valid or invalid after it has actually been held," he said. "The complaint should have been rejected immediately. After all, the British firms were warned about the Argentine G.P. at the same time as the Italians. It was not a secret that the rules had been changed since last season." Ferrari, too, has had his say about the protest—apparently receiving the news with surprise, and remarking that he had been notified late in November that the race was going to be held.

That is how things stood at the time of going to press, and the other point of view—that of the organizing club—is stated clearly in the Correspondence pages in a letter from Ronald Hansen.

Incidentally, anyone who, through the Christmas turmoil, missed the opening rounds of this *contretemps*, may like to read up my page 1,031, 27 December.

SURPRISINGLY, in view of the late appearance of the regulations for the Argentine G.P., there is a good entry for this race. Three formula 1, 2,417 c.c. Ferraris have been sent to South America, to be driven by Peter Collins, Mike Hawthorn and, probably, Musso. Scuderia Centro-Sud have entered two 250F Maseratis, the drivers being Gonzalez and Mières; surprisingly, Masten Gregory is not included. In view of Gonzalez' spasmodic appearances since his Dundrod accident and Marimon's death at the Nurburgring, and the fact that Mières, tied

to his motor business in South America last season, did not appear in Europe at all, this particular combination is somewhat lacking in practice.

Fangio and Mendeniguy are to drive two of Giambertone's Scuderia Sud-Americana Maseratis, and Stirling Moss Rob Walker's Cooper-Climax—the car in which Jack Brabham set up a new out-and-out circuit record of 58.8sec at Brands Hatch on Boxing Day; the Cooper will be flown out to South America in a week's time. Motor cyclist Ken Kavanagh, who has recently decided to take up motor racing, is said to be driving his newly-acquired 250F Maserati in both the Argentine G.P. and the City of Buenos Aires G.P., which, of course, doesn't count towards the Championship; Joachim Bonnier will also be driving a Maserati—probably Piotti's car.

IT HAS NOW been decided—despite rumours and what-not to the contrary—that the British Grand Prix will be organized by the British Racing Drivers' Club, and will be held at Silverstone on 19 July. This decision was taken at a special meeting of the Competitions Committee of the R.A.C. on Monday, 23 December.

MONTE CARLO RALLY: The first car will leave the Glasgow starting point at 3.41 a.m. on Thursday, 22 January, and will reach Stranraer at 6.06 a.m., Barnby Moor at 14.53 (2.53 p.m.) and Dover at 21.53 (9.53 p.m.). Times of departure of the first car from the other starting points will be as follows: Athens, 21.32 (local time) on 21 January; Oslo, 22.15 on 21 January; Lisbon, 6.16 on 22 January; Rome, 7.31 on 22 January; The Hague, 9.04 on 22 January; Munich, 12.01 on 22 January; Paris, 15.15 on 22 January.

The first car from each of the eight starting points is due in at Monte Carlo (for the first time—before setting out on the 650-mile "Mountain circuit") at the following times on 24 January: Athens, 9.42; Oslo, 9.54; Lisbon, 10.40; Rome, 11.25; The Hague, 11.36; Glasgow, 12.03; Munich, 13.46; Paris, 14.16. The rest period in Monte Carlo before the final test will probably be nearer ten hours than six, the first of the Athens starters leading off at approximately 19.00.

THOSE TWO HARDY Australians, Laurie Whitehead and Kevin Young, who together have twice won the Round-Australia Rally in a Volkswagen, are amongst the Rome starters in the Monte Carlo Rally. You will remember that the chance to participate in the Monte was one of the rewards for success in their native marathon. They will share the wheel of a Porsche.

FURTHER PORSCHE NEWS is that the F.I.A.—after an eight-month delay—has recognized the international 2-litre class records set up at Monza Autodrome by Richard von Frankenburg, Rolf Goetze and Paul Strähle, with a Porsche Carrera Speedster bored to 1,529 c.c. (11-13 March). These were for 1,000 miles, 2,000 km and 12 hours—all at a little over 115 m.p.h.

So often these international records are dubbed world records; in fact, the prefix *world* can be applied only to absolute record average speeds achieved over a given distance, or distances covered during a given time—regardless of engine size. World records held by German cars

are at present only three, and the late Dr. Ferdinand Porsche was responsible for the design of each of the cars concerned.

(1) One kilometre, standing start, in 19.08sec (117.3 m.p.h.)—by Berndt Rosemeyer in a 6-litre Auto-Union in 1938.

(2) One mile, standing start, in 25.96sec (138.7 m.p.h.)—also by Berndt Rosemeyer in the Auto-Union.

(3) 72 hours (6,816 miles) at 94.66 m.p.h., by a Porsche 1.5-litre coupé in 1951. Its drivers were Huschke von Hanstein, Richard von Frankenburg, Walter Glockler, Petermax Müller and Hermann Ramelow.

KEN GREGORY, having been largely responsible for the growth of the B.R.S.C.C. into one of the biggest and most productive clubs in the country, is to retire from his position as secretary next February. He first joined the club as assistant to secretary John Gale in 1949, was later promoted to assistant secretary and, with the exception of a small break in 1952, has held the post of secretary since 1950.

During his period of office, Gregory has been responsible for running over 100 race meetings, the introduction of motor racing at Christmas—"Brands Hatch on Ice"—and for the organization of two National film shows, of which the last, on 22 November this year, had an audience of 6,000 people in Manchester, Birmingham and London.

DURING A reconnaissance of the proposed route for the Tulip Rally, the organizers found to their horror that the

procession of rally cars would pass through a French town during the height of market day. As this particular town could not be omitted—being located on one of the most important stages of the rally—the whole event has had to be advanced by 24 hours.

This means that the start will be on Saturday, 26 April, and that the final eliminating test will take place at Zandvoort on 30 April, the birthday of Queen Juliana of the Netherlands. There will be a rest day on Thursday, 1 May, during which the results will be published.

COMING SHORTLY

- JANUARY 3-4.**—M.C.C. 33rd Exeter Trial, starting from Kenilworth, Launceston and London, 10.30 p.m.
4.—Bristol M.C. and L.C.C. Poole Trophy Trial (closed), starting from the Sandringham Hotel, Sandy Park Road, Brinsford, Bristol, 7.30 p.m.
4-5.—South Wales A.C. 10th Welsh Rally (restricted), starting from City Hall, Cardiff, Healey's Garage, Gloucester, and Town Hall, Swansea, 6 p.m.
4-5.—Vintage S.C.C. (Midland Section). Eighth Annual Mescham Trophy rally (restricted), starting from Longmynd Hotel, Church Stretton, Shropshire, 10.30 p.m.
11-12.—Taunton M.C. Somerset Rally.
12.—New Zealand G.P., Auckland.
12.—Falcon M.C. Mardelbury Trophy Trial.
12.—Ilkley and District M.C. New Year Trial.
12.—M.G. C.C. (Midland Centre). Red Horse Rallyette (closed), starting from George Hotel, Solihull, Warwickshire, 12 noon.
19.—Argentine G.P., Buenos Aires.
21-29.—Monte Carlo Rally

RACE AND RALLY REGULATIONS RECEIVED

Hants and Berks M.C.: Fourth Pairs Point-to-Point Map Reading Run, 12 January, starting from the Hart Car Park, off West Street, Farnham, 10 a.m. to 12 noon. Entries to J. Ballett, 7, Highland Road, Heath End, Farnham, Surrey, by 7 January.

M.G.C.C. (Midland Centre): Red Horse Rallyette (closed), 12 January, starting from the George Hotel, Solihull, Warwickshire, 12 noon. Secretary of meeting, Paul Turner, Abberley House, Brook Street, Dudley, Worcestershire.

Sheffield and Hallamshire M.C.: Standard Car Trial, Listerdale, 12 January, starting from Mason's Arms, Wickersley, 10.30 a.m. Jointly organized with Rotherham and District M.C. Entries (10s) to W. Lister, 7, Prospect Place, Topley, by 9 January.

Club News

West Hants and Dorset C.C.—In the Christmas Cup trial held on 15 December, 29 competitors set out on the morning section on Forestry Commission land near Verwood. This year the hills, hardened by frost, were very easy, and the entire entry sailed over with no trouble at all. Two special tests followed and, after a lunch stop, there was a short navigational section which proved to be cunningly contrived. Even experienced crews gave up hope of keeping schedule and thought themselves fortunate if they found the controls. The final section took place on Stoney Cross Aerodrome with four special tests, which sheets of ice made quite exciting. Results were as follows:—

Christmas Cup (best performance): Morris Minor 1000 (H. Rose and R. G. Twiss), 62.6 marks.
Closed cars: Ford Consul (B. Smallshaw), 110.2.
Open cars: Morgan (J. Ashworth, entrant E. M. Rogers), 245.2. **Specials and normal cars with special tyres**: Triumph TR2 (W. B. Caldwell), 66.4. **Novice Award**: Hillman (T. Haw), 447.4.

Lindsey A.C.—Results of the main road trial held on 8 December were as follows:—
I. Austin (E. Buckley), 28 marks lost; **2.** Standard (A. H. Philippe), 41; **3.** Ford Consul (E. Harris), 117; **4.** Riley (P. A. Keightley), 123.

Bristol M.C. and L.C.C.—Provisional results of the Allen Rally (closed) held on 14 December were as follows:—

Allen Trophy (Premier Award): TR3 (G. W. Best), 100 marks lost; **2.** Goggomobil (M. Duns-

combe), 111; **3.** Triumph Renown (C. L. Read), 142.

B.A.R.C. (S.E. centre)—Results of the December night event held on 14 December were as follows:—

Best performance: Austin (D. R. Milton), 212.9 marks lost. **Class A Open**—winner: Morgan (H. A. Appleby), 222.7; award: Triumph (J. R. Henley), 224.1. **B. Saloons up to and including 1,490 c.c.**—winner: Ford (M. H. Barker), 227.4; award: Standard (H. B. Braithwaite), 227.6; Fiat (P. F. Steiner), 228.6. **C. Saloons over 1,490 c.c.**—winner: M.G. (W. T. Robins), 223.4; award: Ford (A. E. V. Wadham), 233.6.

Jaguar D.C.—The London and Home Counties branch held their Christmas treasure hunt on Sunday, 15 December. A 75-mile route took the 45 starters through some extremely pleasant country in Buckinghamshire, Berkshire and Surrey. Navigation was by route card and map reference; a regularity section also was included. Results were:—
1. M. Bialkiewicz, 55 marks; **2.** R. H. Drake, 63; **3.** A. Niner, 94.

Vintage S.C.C.—Results of the Heston rally and driving tests held on 15 December were as follows:—

Class I—Touring Cars: Class Awards—First: 1929 Riley (M. Westmacott), 1925 Austin (B. M. Clarke); Second: 1928 Austin (P. M. Mackean), 1930 Talbot (V. Rawlings); Third: 1925 Riley (D. P. H. Wood), 1927 Singer (L. Parks). **II—Standard Sports cars**: First: 1927 O.M. (P. J. E. Bunn), Second: 1928 Fraser Nash (A. Fugh), Third: 1930 Lagonda (M. Leo). **III—Sports cars**: First: 1925 Austin (M. J. Harris), **IV—P.V.T. Touring cars**: First: 1935 Riley (R. F. E. Baker), Second: 1937 Lancia (C. B. L. Harding); **V and VI merged P.V.T. Standard sports and sports cars**: First: 1932 Fraser Nash (A. J. Gibson), 1932 Fraser Nash (P. Major); Second: 1935 Lagonda (J. C. Bugler), 1938 Fraser Nash (W. B. Heath); Third: 1934 Lagonda (M. Wilby).

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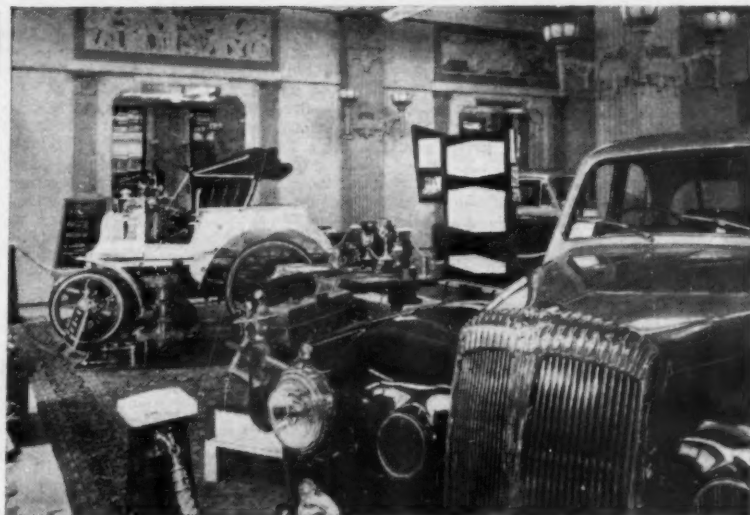
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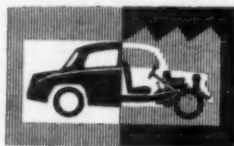
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In the current window display of Stratstone, Ltd., Berkeley Street, London, W.1, is the oldest known British-built car in existence—the 1897 Daimler. It is displayed with a 1958 104 saloon. The engines of both cars are exhibited separately, and a placard makes the proud claim that Daimlers are the only British firm to have made cars exclusively for 60 years

Trade and



Industry

Mr. H. E. Price, local director at Fort Dunlop, has been appointed chief commander of Birmingham's special constabulary.

The Shell Petroleum Co., Ltd., have presented £15,000 to the development fund of Sheffield University, and have promised £10,000 to the Durham Colleges Appeal which was launched six months ago. So far the latter fund has received in gifts and promises more than £170,000 towards a target of £250,000.

At a Christmas lunch held by Renault, Ltd., in Acton, it was calculated that the 38 long service employees present represented in total more than 600 years' service to the company. The guests were welcomed by M. Claud-Marie Haardt, who took over as general manager of Renault in England 15 months ago.

Gennar Engineering, Ltd., 99, Old Street, London, E.C.1, have introduced an accessory for their Mini-Compressor type CFM-100. It is a two-gallon lightweight canister which can be pressurized to 80 lb sq in and then disconnected from the compressor and carried on the shoulder. When liquid is in the tank the ensemble becomes a portable spray unit. The price is £9 9s 6d.

Henlys, Ltd., have agreed to acquire R. Cripps and Co., Ltd., of Nottingham and Shildon, at a cost in cash and Henly's shares totalling nearly £500,000. The Cripps company are main Rootes Group dealers in Nottingham and district, and hold exclusive contracts with the International Harvester Co. of Great Britain, Ltd., for the sale and service of construction and agricultural equipment in many areas.

The death is recorded with regret of Mr. E. C. Middleton, at the age of 61. He was a director of British and Colonial Motors, Ltd., of London.

The price of a St. Christopher medalion marketed by Desmo, Ltd., Pensnett, Brierley Hill, Staffordshire, and illustrated in our issue of 6 December last, was quoted incorrectly—it is 6s 11d.

After 17 years' service with the Standard Motor Co., Ltd., ten years of which were spent as public relations manager, Mr. I. J. Penrice is leaving to become managing director of the advertising agency of George Cuming, Ltd., 159, New Bond Street, London, W.1.

The introduction of a new oil for two-stroke engines called Shell 2T was mentioned on this page in the issue of 27 December. The price was given as 5s 1d a gallon. It should be made clear that this price includes the complete mixture of petrol and oil as provided at the service station.

New directors have been appointed in the Appleyard group of companies. Mr. A. C. Moore is now a director of Appleyard of Leeds, Ltd.; Colonel C. A. Stuart, O.B.E., T.D., is a director of Jaguar Distributors (Central Yorkshire), Ltd., Daimler-Lanchester Distributors (Yorkshire), Ltd., and the Automobile Centre, Ltd.; Mr. J. S. Limb is a director of all these companies; Mr. J. F. Pemberton is a director of Jaguar Distributors (Central Yorkshire), Ltd.; and Mr. J. E. Nelson is now executive director of Appleyard of Leeds, Ltd., responsible for commercial vehicle sales. Additionally, Mr. K. R. Broadley, the secretary, has been appointed to the board of the holding company.

NEW CAR PRICES

U.K. List Price With Tax

U.K. List Price With Tax

A.C.	£	s	d	£	s	d
Ace 2-seater	1,100	0	0	1,651	7	0
Aceca 2-seater coupé	1,375	0	0	2,063	17	0
Ace with Bristol eng.	1,407	0	0	2,111	17	0
Aceca with Bristol eng.	1,664	5	0	2,497	14	6
ALFA ROMEO						
Giulietta Berlina	1,320	0	0	1,981	7	0
Giulietta T I	1,460	0	0	2,191	7	0
Giulietta Veloce	1,945	0	0	2,918	17	0
1900 Super	1,695	0	0	2,543	17	0
Super Sprint	2,450	0	0	3,676	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
3-litre Graber	2,300	0	0	3,451	7	0
Graber convertible				Export only		
A-SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Sapphire Limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Draphead coupé	2,300	0	0	3,451	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
A.35 Countryman	444	0	0	667	7	0
A.55	538	0	0	808	7	0
A.55 de luxe	570	0	0	856	7	0
A.95 Westminster	689	0	0	1,034	17	0
A.95 de luxe	719	0	0	1,079	17	0
A.95 Countryman	824	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
AUSTIN-HEALEY						
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series S	3,695	0	0	5,543	17	0
Long Wheelbase	4,595	0	0	6,893	17	0
Freestone and Webb	5,187	0	0	7,781	17	0
Hooper	4,990	0	0	7,486	7	0
H. J. Mulliner	5,455	0	0	8,183	17	0
James Young	4,915	0	0	7,373	17	0
Continental						
H. J. Mulliner	5,275	0	0	7,913	17	0
Four door	5,355	0	0	8,033	17	0
Park Ward	4,955	0	0	7,493	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	499	18	3
492 c.c.	381	15	4	573	19	10
492 c.c. hardtop	397	14	7	597	18	11
B.M.W.						
501	1,638	0	0	2,458	7	0
502 2.6-litre	1,792	0	0	2,687	7	0
502 3.2-litre	2,220	0	0	3,381	7	0
503	3,200	0	0	4,801	7	0
507	2,800	0	0	4,201	7	0
BORGWARD						
Isabella	830	0	0	1,246	7	0
Estate car	880	0	0	1,321	7	0
Touring Sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
Hansa 2400	1,500	0	0	2,251	7	0
BRISTOL						
405	2,390	0	0	3,586	7	0
Convertible	2,450	0	0	3,767	7	0
BUICK						
63 Century	2,100	0	0	3,151	7	0
CADILLAC						
6239D sedan de ville	2,950	0	0	4,426	7	0
6267s Eldorado	3,675	0	0	5,513	17	0
CHEVROLET						
1/50 4-door	1,195	0	0	1,793	17	0
2/10 estate car	1,300	0	0	1,951	7	0
Bel-Air	1,265	0	0	1,898	17	0
Corvette	1,815	0	0	2,723	17	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
Convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,328	17	0
Crown	3,045	0	0	4,568	17	0
PLYMOUTH						
Savoy Vee-8	1,718	0	0	2,578	7	0
Belvedere Convertible	1,790	0	0	2,686	7	0
Savoy Suburban	1,915	0	0	2,773	17	0
6 passenger	1,980	0	0	2,971	7	0
FURY						
2 c.v.	398	0	0	598	7	0
DS19	1,150	0	0	1,726	7	0
CONTINENTAL						
Mark II coupé	4,900	0	0	7,351	7	0
DAIMLER						
Century II	1,119	2	0	1,680	0	0
One-O-Four	1,595	15	4	2,395	0	0
DK 400A	2,795	15	4	4,195	0	0
DK 400B	2,875	15	4	4,315	0	0
Hooper limousins	4,385	0	0	6,578	17	0
D.B.						
Rally HBR 5	1,299	2	0	1,950	0	0

DELLOW	£	s	d	£	s	d
Mark IIC sports	465	0	0	698	17	0
Mark IIE sports	500	0	0	751	7	0
Mark V lightweight	525	0	0	788	17	0
D.K.W.						
Fixed-head coupé	690	0	0	1,036	7	0
Four-door	724	0	0	1,087	7	0
Universal estate car	797	0	0	1,196	17	0
Cabriolet 4 seater	820	0	0	1,231	6	10
DODGE						
Custom Royal	2,040	0	0	3,061	7	0
EDSEL						
Pacer	1,741	8	0	2,613	9	0
Citation hardtop	2,165	12	0	3,249	15	0
FACEL VEGA						
FVS hardtop	3,150	0	0	4,726	7	0
(automatic)	2,980	0	0	4,471	7	0
FAIRTHORPE						
Atomota	426	0	0	640	7	0
Electron Minor	479	0	0	719	17	0
Electron	769	0	0	1,154	17	0
FIAT						
500	370	0	0	556	7	0
600	432	0	0	649	7	0
600 Convertible	452	0	0	679	7	0
Multipla 4/5	532	0	0	799	7	0
Multipla 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1100 Family	750	0	0	1,126	7	0
1200 models	(prices not yet announced)					
1400B	774	0	0	1,162	7	0
1900B	980	0	0	1,471	7	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	7	0
Escort estate car	434	0	0	652	7	0
Squire estate car	463	0	0	695	17	0
Consul	545	0	0	818	17	0
Consul de luxe	580	0	0	871	7	0
Consul convertible	660	0	0	991	7	0
Consul estate car	710	0	0	1,066	7	0
Zephyr	610	0	0	916	7	0
(automatic)	725	0	0	1,088	17	0
Zephyr convertible	778	0	0	1,165	7	0
Zephyr estate car	775	0	0	1,163	17	0
Zodiac	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Zodiac convertible	873	0	0	1,310	17	0
Zodiac estate car	845	0	0	1,268	17	0
FORD (Canadian)						
Custom 300	1,307	0	0	1,961	17	0
Fairlane 500 Town	1,377	0	0	2,066	17	0
500 Town Victoria	1,409	0	0	2,114	17	0
Ranch Wagon	1,362	0	0	2,044	7	0
FORD (U.S.A.)						
Thunderbird	1,871	0	0	2,807	17	0
FORD (Germany)						
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
FRAZER NASH						
Gran Turismo	2,166	0	0	3,250	7	0
Sebring	2,166	0	0	3,250	7	0
GOGGOMOBIL						
T.300	329	0	0	494	17	0
T.400	342	6	0	514	16	0
TS.300	416	0	0	625	7	0
TS.400	428	13	4	644	7	0
TS.300 convertible	458	0	0	698	7	0
TS.400 convertible	471	0	0	707	17	0
HILLMAN						
Minx Special II	498	0	0	748	7	0
Minx II de luxe	529	0	0	794	17	0
Minx II convertible	598	0	0	898	7	0
Minx II estate car	625	0	0	938	17	0
Husky	430	0	0	646	7	0
HUDSON						
Rambler de luxe	1,250	0	0	1,876	7	0
Rambler Super	1,285	0	0	1,928	17	0
Estate car	1,375	0	0	2,063	17	0
Rambler Custom	1,350	0	0	2,026	7	0
Ambassador Vee-8						
Super	1,630	0	0	2,446	7	0
Custom	1,700	0	0	2,551	7	0
Estate car	1,795	0	0	2,693	17	0
HUMBER						
Hawk II	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Touring limousine	920	0	0	1,381	7	0
Hawk II estate car	975	0	0	1,463	17	0
ISETTA (Gl. Britain)						
300	255	1	8	389	19	6
Luxury Plus	265	15	0	399	19	6
600	319	0	0	479	17	0
JAGUAR						
2.4	996	0	0	1,495	7	0
Special equip. model	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
XK150	1,175	0	0	1,763	17	0
(automatic)	1,303	0	0	1,955	17	0
Special equip. model	1,292	0	0	1,939	7	0
Convertible	1,195	0	0	1,793	17	0
D-type sports 2-seater	2,585	0	0	3,788	17	0
XK SS	Export only					
Mark VIII	1,219	0	0	1,892	17	0
(automatic)	1,331	0	0	1,997	17	0

(Continued overleaf)

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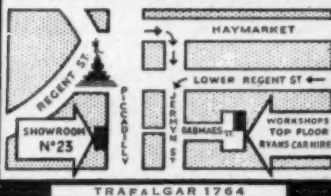
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JENSEN						
541	1,435	0	0	2,153	17	0
541 de luxe	1,750	0	0	2,626	7	0
Series R	1,910	0	0	2,866	7	0
Interceptor	1,800	0	0	2,701	7	0
LAGONDA						
3-litre	1,995	0	0	2,993	17	0
LANCIA						
Appia Series II	1,125	0	0	1,683	17	0
Aurelia Gran Turismo	2,230	0	0	3,345	7	0
Flaminia	2,500	0	0	3,751	7	0
LINCOLN						
Capri	2,682	0	0	4,024	7	0
Première	2,910	0	0	4,336	7	0
LOYD						
LP 600	390	0	0	586	7	0
LC 600 Cabrio	427	0	0	641	17	0
LS 600 Combi	405	0	0	608	17	0
LOTUS						
Seven	690	0	0	1,035	7	0
Elite	1,300	0	0	1,957	10	0
Sports	1,021	0	0	1,511	2	0
Club	1,309	0	0	1,937	7	0
Le Mans 75	1,625	0	0	2,405	4	0
MEADOWS						
Frisky	299	0	0	449	17	0
Friskysport	322	0	0	434	7	0
MERCEDES-BENZ						
180	1,195	0	0	1,793	17	0
180D (diesel)	1,259	0	0	1,889	17	0
190	1,250	0	0	1,876	7	0
190SL	1,930	0	0	2,896	7	0
219	1,430	0	0	2,146	7	0
220S	1,595	0	0	2,393	17	0
300	3,400	0	0	5,101	7	0
300SL Roadster	3,750	0	0	5,626	7	0
MERCURY (American)						
Monterey Fordor	1,634	0	0	2,452	7	0
Montclair Fordor	1,893	0	0	2,840	17	0
Phaeton	1,924	0	0	2,888	2	0
Convertible	1,979	0	0	2,969	17	0
MERCURY (Canadian)						
Monterey Fordor	1,481	0	0	2,222	17	0
Phaeton	1,640	0	0	2,461	7	0
Montclair Fordor	1,716	0	0	2,575	7	0
Phaeton	1,765	0	0	2,648	17	0
METROPOLITAN						
Hardtop	498	10	0	749	2	0
Convertible	516	0	0	775	7	0
M.G.						
A	663	0	0	995	17	0
Hardtop	724	0	0	1,087	7	0
Magnette	714	0	0	1,072	7	0
MORGAN						
4/4 Series II	498	0	0	748	7	0
Competition	550	0	0	826	7	0
Plus 4 (TR) 2-seater	645	0	0	968	17	0
Convertible	693	0	0	1,040	17	0
2-seater (Vanguard)	594	0	0	892	7	0
Convertible	641	0	0	962	17	0
MORRIS						
Minor 1000 2-door	416	0	0	625	7	0
2-door de luxe	433	10	0	651	12	0
4-door	441	0	0	662	17	0
4-door de luxe	462	0	0	694	7	0
Tourer	416	0	0	625	7	0
Tourer de luxe	433	0	0	651	12	0
Traveller	471	10	0	708	12	0
Traveller de luxe	488	10	0	734	2	0
Cowley	555	10	0	834	12	0
Oxford III	589	0	0	884	17	0
Traveller	665	0	0	999	17	0
Isis II	607	0	0	911	17	0
(automatic)	712	0	0	1,069	7	0
Isis II de luxe	650	0	0	961	7	0
Traveller	725	10	0	1,089	12	0
NASH						
Rambler Custom	1,350	0	0	2,026	7	0
Rambler Custom S.W.	1,440	0	0	2,161	7	0
Ambassador Vee-3						
Custom	1,700	0	0	2,551	7	0
Ambassador Vee-3						
Custom S.W.	1,795	0	0	2,693	17	0
OLDSMOBILE						
Series 88	1,620	0	0	2,431	7	0
Series 98	2,045	0	0	3,068	17	0
98 Starfire	2,260	0	0	3,391	7	0
PACKARD						
Clipper Town	1,995	0	0	2,993	17	0
Clipper Country	2,075	0	0	3,113	17	0
PANHARD						
Dyna Grand Standing	702	8	8	1,055	0	0
Convertible	1,032	8	8	1,550	0	0
PEUGEOT						
203	633	9	1	952	8	2
403	796	2	11	1,195	11	5
403 station wagon	865	0	0	1,298	17	0
PONTIAC						
Chieftain Catalina	1,980	0	0	2,971	7	0
Bonneville Custom	2,300	0	0	3,461	7	0
Super Chief Catalina	2,040	0	0	3,061	7	0
Star Chief Catalina	2,150	0	0	3,226	7	0
PORSCHE						
346A/1600 fixed head	1,330	0	0	1,996	7	0
Hardtop (detachable)	1,450	0	0	2,176	7	0
Cabriolet (detachable)	1,490	0	0	2,236	7	0
356A/1500 fixed head	2,100	0	0	3,151	7	0
Hardtop Carrera	2,220	0	0	3,331	7	0
Cabriolet Carrera	2,260	0	0	3,391	7	0

	£	s	d	£	s	d
PRINCESS						
IV	2,250	0	0	3,376	7	0
IV limousine	2,360	0	0	3,541	7	0
L.W.B.	2,150	0	0	3,226	7	0
L.W.B. limousine	2,150	0	0	3,226	7	0
RENAULT						
750	437	0	0	655	17	0
Dauphine	530	0	0	796	7	0
(Ferlec clutch)	555	10	0	834	12	0
Frégate de luxe	894	10	0	1,343	2	0
Domaine estate car	894	10	0	1,343	2	0
RILEY						
One-point-five	575	0	0	863	17	0
Two-point-six	940	0	0	1,411	7	0
(automatic)	1,045	0	0	1,568	17	0
ROLLS-ROYCE						
Silver Cloud	3,795	0	0	5,693	17	0
Limousine	4,595	0	0	6,893	17	0
Freestone and Webb	5,282	0	0	7,924	7	0
Freestone and Webb						
convertible	5,495	0	0	8,243	17	0
Hooper	5,085	0	0	7,628	17	0
H. J. Mulliner	5,550	0	0	8,326	7	0
James Young	5,010	0	0	7,516	7	0
Silver Wraith						
Freestone and Webb						
limousine	5,638	0	0	8,458	7	0
Freestone and Webb 7-						
passenger-limousine	5,752	0	0	8,629	7	0
Park Ward	5,495	0	0	8,243	17	0
Park Ward 7-passenger						
limousine	5,805	0	0	8,708	17	0
H. J. Mulliner	5,625	0	0	8,438	17	0
Hooper limousine	5,580	0	0	8,371	7	0
Hooper 7-passenger	5,805	0	0	8,708	17	0
James Young	5,680	0	0	8,521	7	0
ROVER						
60	883	0	0	1,325	17	0
75	963	0	0	1,445	17	0
90	999	0	0	1,499	17	0
105S	1,088	0	0	1,633	7	0
105R	1,124	0	0	1,687	7	0
105R de luxe	1,155	0	0	1,733	17	0
Land-Rover estate car						
S.W.B.	705	0	0	1,058	17	0
Diesel powered	805	0	0	1,208	17	0
L.W.B.	815	0	0	1,223	17	0
SIMCA ARONDE						
1300 Elysée	592	0	0	889	7	0
Monthéry	616	0	0	925	7	0
Grande Large	662	0	0	994	7	0
SIMCA VEDETTE						
Beaulieu	965	10	0	1,449	12	0
SINGER						
Gazelle	598	0	0	898	7	0
Convertible	665	0	0	998	17	0
Estate Car	695	0	0	1,043	17	0
SKODA						
440	575	0	0	863	17	0
445	625	0	0	938	17	0
STANDARD						
Eight	425	0	0	638	17	0
Super Ten	435	0	0	653	17	0
Pennant	485	0	0	728	17	0
Companion Estate Car	495	0	0	743	17	0
Ensign	599	0	0	899	17	0
Vanguard II	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Estate car	765	0	0	1,148	7	0
Sportsman	820	0	0	1,231	7	0
STUDEBAKER						
Scotsman 2-door	1,125	0	0	1,688	17	0
Estate car	1,225	0	0	1,838	17	0
Commander 2-door	1,235	0	0	1,853	17	0
President 2-door	1,350	0	0	2,026	7	0
SUNBEAM						
Rapier	695	0	0	1,043	17	0
TRIUMPH						
TR3	699	0	0	1,049	17	0
Hardtop	734	0	0	1,102	7	0
TURNER						
A.35 Sports	575	0	0	862	17	0
Vauxhall						
Victor	498	0	0	748	7	0
Victor Super	520	0	0	781	7	0
Velox III	655	0	0	983	17	0
Cresta II	715	0	0	1,073	17	0
VOLKSWAGEN						
Standard saloon	435	0	0	653	17	0
De luxe	505	0	0	758	17	0
Convertible	682	10	0	1,025	2	0
Karmann-Ghia coupé	822	10	0	1,235	2	0
WOLSELEY						
1500	530	0	0	796	7	0
Fifteen fifty	660	0	0	991	7	0
(manumatic)	693	6	8	1,041	7	0
Six-ninety III	850	0	0	1,276	7	0
(automatic)	955	0	0	1,433	17	0
THREE-WHEELERS						
A.C. Pécitie II	319	0	0	399	8	6
Bond 2-seater	222	0	0	279	5	0
4-seater	254	0	0	319	8	11
Coronet	360	0	0	449	15	6
Heinkel	302	11	10	379	15	0
Messerschmitt KR200	260	0	0	325	6	4
KR200 de luxe	271	10	0	339	13	6
KR201 convertible	340	0	0	433	3	6
Reliant Regal	271	10	0	339	13	6
Hardtop	356	10	0	446	6	0
Fourcette Junior	229	10	0	288	0	0
senior	259	0	0	325	0	11

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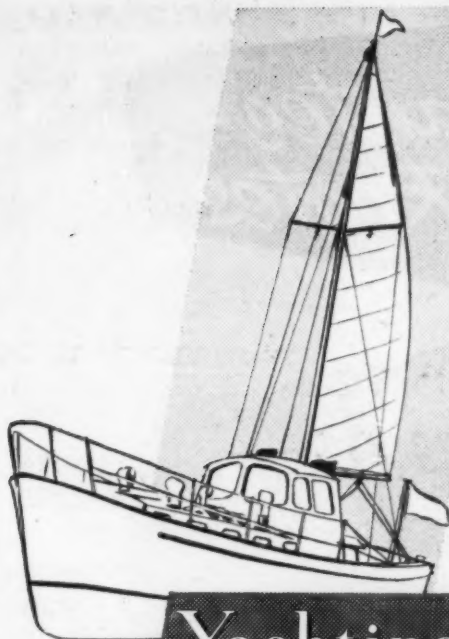
1955 HUMBER Super Snipe Saloon, black, red upholstery, radio and heater, 26,000 miles	£775	1956 M.G. Magnette saloon, grey, red upholstery, heater, 17,000 miles ...	£850
1956 FORD Zephyr Phase II saloon, green, beige upholstery, heater, 10,000 miles	£825	1957 SINGER Gazelle Convertible, dual grey, red upholstery, heater, 6,000 miles	£895
1957 MERCEDES-BENZ "220 S" saloon, ivory and black, red upholstery, heater, 10,000 miles	£1,995	1955 (Nov.) AUSTIN A.50 saloon, black, brown upholstery, heater, 19,000 miles	£585
1956 HUMBER Hawk de luxe saloon, black, beige upholstery, heater, 18,000 miles	£835	1956 HILLMAN Minx Series I Convertible, grey, red upholstery, radio and heater, 7,000 miles	£775
1955 HUMBER Hawk (overdrive) saloon, grey, red upholstery, heater, 11,000 miles	£775	1957 HILLMAN Minx Series I saloon, grey and yellow, red upholstery, heater, 6,000 miles	£735
1957 ROVER 75 saloon, dual grey, grey upholstery, radio and heater, 4,000 miles	£1,350	1956 HILLMAN Californian 2-tone green, green upholstery, heater, 8,000 miles	£695
1956 ('57 Series) VAUXHALL Wyvern saloon, red, grey upholstery, radio and heater, 40,000 miles	£695	1956 HILLMAN Minx Mk. VIII Convertible, black, red upholstery, 17,000 miles	£650
1956 SUNBEAM Rapier saloon, grey and red, grey/red upholstery, heater, 7,000 miles	£895	1956 (Dec.) HILLMAN Husky double duty, grey, red upholstery, heater, 12,000 miles	£565
1957 SINGER Gazelle saloon, blue and black, red upholstery, radio and heater, 3,000 miles	£845	1954 (Nov.) STANDARD 10 saloon, blue and grey, red upholstery, heater, 18,000 miles	£475
		1955 (Oct.) MORRIS Minor 4-door saloon, green, green upholstery, heater, 21,000 miles	£535
		1956 AUSTIN A.30 2-door saloon, black, red upholstery, 9,000 miles	£495

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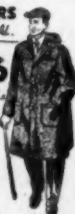
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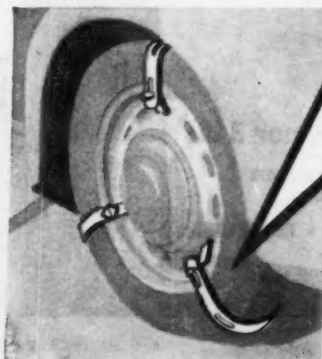
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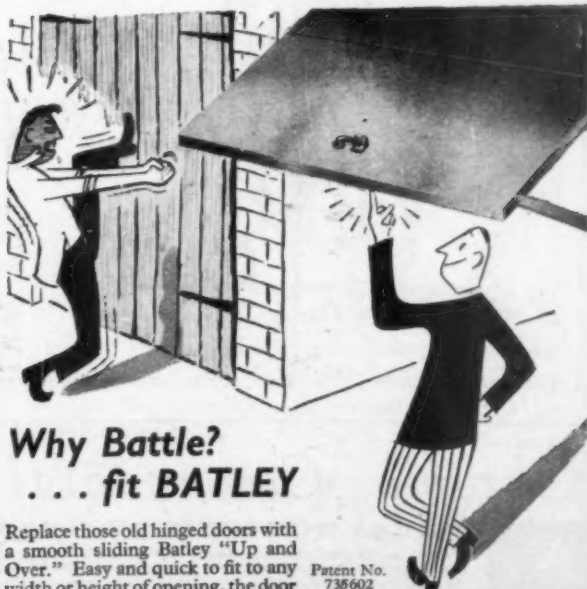
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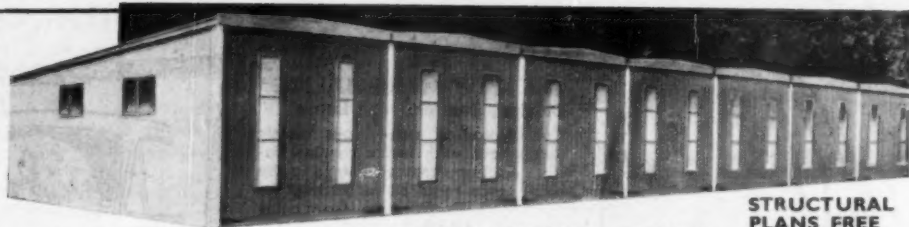
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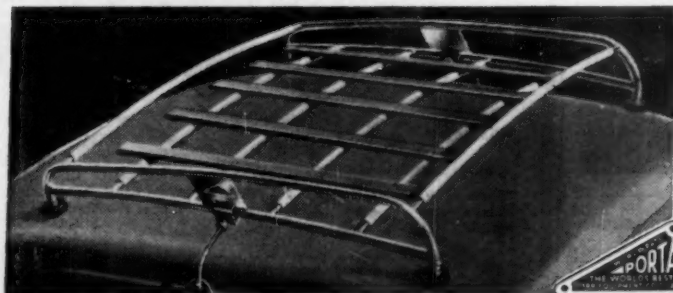
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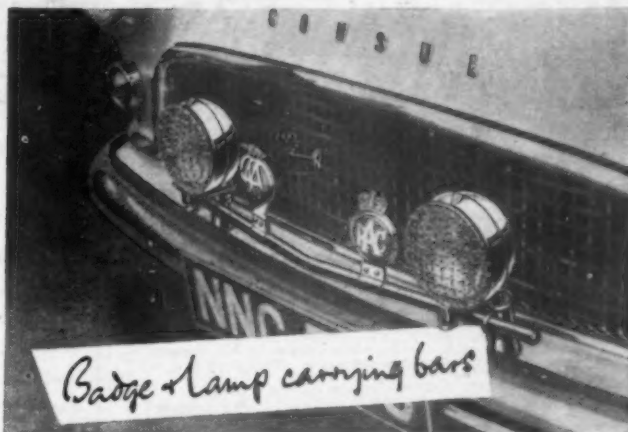
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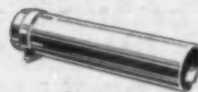
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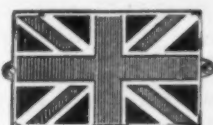
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1949 AUSTIN A40, green, record engine, one owner £320

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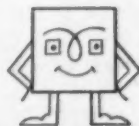
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Part Exchanges Deferred Terms

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1956 FORD Zephyr Convertible, colour ivory, power hood, heater, extras, 14,000 miles £925
1951 (Nov.) DAIMLER Consort saloon, black/red, one owner, radio £585
1955 MORRIS Minor 2 door de luxe saloon, beige, immaculate £495
1953 AUSTIN Hereford, blue, one owner £450
1949 AUSTIN Sheerline, radio, heater £395

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1955 VAUXHALL Cresta, Choice of 2. Black and green. Extras. From £565	1955 FORD Consul, Green, with heater £530

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FORD Prefect, blue	£883	17	0
FORD Popular, grey	£445	17	0

GUARANTEED USED CARS

1956 Model FORD Prefect de Luxe, Ludlow green, heater, screen washers, etc.	£665	0	0
1957 VAUXHALL Victor Super, 2,000 m.	£765	0	0
1951 DAIMLER Consort, black, 1 owner. Immaculate	£585	0	0

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1955 FORD Zodiac. Duo-grey. Heater. Extras	£565
1953 AUSTIN A.70 Hereford. Choice of two. Impeccable condition	£490
1951 DAIMLER Consort saloon. Radio/Heater. Superb condition	£585

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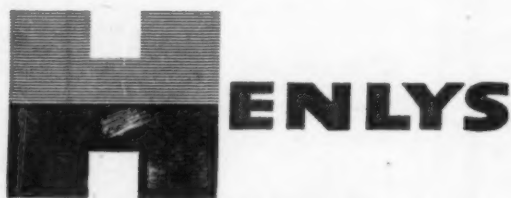


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USED CARS FOR SALE & WANTED—SPARES & SERVICE

A.C.

CHIPSTEAD MOTORS, Ltd., offer:—

ACECA, Feb. 1956, beautifully maintained car in Bristol red with grey leather, Alfin brake drums, heater, pass lamps, screen washers, etc.; recommended at £1,295.—142, Holland Park Avenue, W.11. Park 3445-6. [C1086]

AC. Ace 2-seater, 1955, immaculate condition throughout, full details on request; £390. [C1084]

GEORGE HARTWELL, Ltd., 35/41, Holdenhurst Rd., Bournemouth, Tel. 4161. [C3079]

1953 A.C. 3-carburettor 2-litre Ace sports saloon, undeniably mint condition; £495, deferred.—3, The Grange, Guildford Rd., Guildford GU2 4EJ. [C1085]

GATEHOUSE offer choice of four A.C.'s including Buckland tourer, all in excellent condition; from £495.—Gathhouse, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

345gns.—A.C. 1950 model 2-litre sports saloon, leather, heater, very good condition; terms, exchanges; list; open 9-7 weeks—days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). [C4018]

£575!!! A.C. 2-litre sports saloon 1953, immaculate appearance, extensive mechanical work carried out a month ago, it is unlikely that there is a better one to be found anywhere, usual extras, heater, etc. [C4018]

400 other cars available. Write for fully descriptive priced catalogue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m., terms, exchanges. [C1035]

AC. Ace 1955 series, in unmarked cream cellulose with beautifully maintained black leather and carpets, black vinyl hood and rimless folding Perspex side screen, Michelin X tyres, independent four wheel suspension, Alfin drums, etc., etc., genuine low mileage car with no competition history whatsoever; £295, terms, exchanges.—(Below.) [C1035]

AC. Bristol sports 2-seater 1957 series, negligible mileage, latest boot lid and hood line as for 1958 cars, 100 D 125b.h. Bristol engine with 5.9 axle giving 100 miles per hour proving an 0-100 in under 20 seconds, disc brakes, exceptional opportunity of obtaining a virtually unused car at a considerable discount price.—(Below.) [C1035]

ACECA A.C. 1956 series streamline 2-seater coupe, in deep metal finish, unmarked blue cellulose and well maintained grey hide interior, fitted radio, heater, and other extras and carefully maintained, no competition; £1,295, terms, exchanges.—Ken Rudds, 41, High St., Worthing 7773-4. [C1035]

AC. distributors and specialists, good delivery on new cars with part exchanges at market valuation, terms; demonstrations of any A.C. model at your own address without obligation, distance no deterrent; authorised to sell retail throughout the U.K. AC sports cars wanted for cash. [C1035]

A.C. Cars Wanted

AC.—Acceca/Bristol wanted, untraced, cash offered.—60, Jesmond Rd., Newcastle-on-Tyne, 2. [C1035]

ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C1035]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [C1035]

XXX Excellent cash price offered for good A.C.—H. P. Edwards, 29-34, Upper High St., Epsom, Surrey, Epsom 5611. [C1035]

AC. sports 2-seaters, 1936-1940, wanted urgently.—A.—Automo, Ltd., 229, West End Lane, N.W.6. Hampstead 3430. [C1035]

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [C1035]

A.C. Spares and Service

FOR good used A.C. saloons and Bucklands, specialised repairs and spares, contact.—Fletcher & Co., 32, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [C1035]

ALFA-ROMEO

ALF-ROMEO 198 Giulietta Sprint Veloce Snyder coupe, almost unused, serious enquiries for sale, cost £3,000 odd with hard top as fitted; £2,650, delivered free U.K.; exchange, terms.—Rudds, 41, High St., Worthing 7773-4. [C1035]

1956 Alfa Romeo 1900 Super saloon, r.h.d. first registered 28.2.57, mileage 24,000, Athena grey-green interior, Michelin X, spot light, heater, windscreen spray, maintained in top condition by original owner. £1,630.—J. W. Sturges, c/o Croft Cottage, Woodmancote, Cheltenham Cleve Hill 395. [C1035]

SALES & WANTS

Turn to Page 59 for Advertisement Form

ALFA-ROMEO

1957 Alfa Romeo 1300 Giulietta Sprint, nominal mileage, fully guaranteed; £2,225. [C1152]

COUNTY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester, 4, Tel. Central 9257. [C1152]

J H. BARTLEY require Alfa Romeo Giulietta—27, Pembridge Villas, W.11. [C1013]

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa Romeo cars.—Portsmouth Rd., Cobham 2848-9. [C124/R]

ALLARD

FACTORY serviced Allard cars are your wisest buy. [C1035]

1956 Allard P2 Cadillac hydromatic, special body, luxury saloon, superb condition and unique; £2,000. [C1035]

ALLARD P1 saloon, immaculate condition throughout; £325. [C1035]

1949 drop head coupe; £265. [C1035]

ALDARDS MOTORS, Ltd., 3, Keswick Rd., S.W.15. [C1035]

1955 Allard 1947 sports 4-seater, very good condition; terms, exchanges; list; open 9-7 weeks—days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1950 P1 saloon, reconditioned engine, clutch, gear box recently, heater, other extras, excellent throughout; £265, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C1035]

RICHARDS & CARR, Ltd., still the best Allard buyers.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

ALDARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—3, Keswick Rd., S.W.15. [C1035]

ALVIS

GATEHOUSE offer:— [C1035]

1950 Alvis 14 2-seater sports, immaculate, red; £475. [C1035]

1948 Alvis TA 14 saloons, choice of 2; from £450. [C1035]

1948 Alvis 14 drop head coupes, choice of 2; from £450. [C1035]

1951 3-litre 1952 conversion saloons, choice of 2; from £650. [C1035]

1954 Alvis Grey Lady drop head Tickford, blue, one owner, radio, heater; £295.—Gathhouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

BROOKLANDS OF BOND STREET, Sole London distributors. [C1035]

ALWAYS a range of low mileage Alvis among our stock of top high grade cars. [C1035]

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

1952 Alvis 3-litre saloon, black, radio and heater, very good condition; £595. [C1035]

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1953 Alvis TC saloon, 2-tone black/blue, radio, one owner; £775. [C1152]

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rusholme 2874-5. [C2111]

1947 (June) Alvis TA14 saloon, black, fitted heater, Exchanges, terms; £529-14, Lincoln Rd., Peterborough 5876. [C1152]

1948 Alvis 14hp saloon, green, excellent condition; £450.—Bridge Motors, Ltd., Leatherhead 2554. [C1152]

1955 TC21/100 Grey Lady Tickford drop head coupe, in green with beige interior and grey hood, fitted radio and wire wheels, a one-owner vehicle in immaculate condition; £385. [C1152]

K J. MOTORS, Ltd., Bromley, Ravensbourne 3456. [C1035]

ALVIS

1948 Alvis d/h coupé, smart and sound; £385. W.14. Western 2512. [C1035]

1948 Alvis 14hp special Duncan Healey sports saloon, fitted radio, heater; £465. Terms, exchanges. [C1035]

D F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 3988. [C1035]

1953 (October) Alvis 3-litre saloon, sheen grey, works maintained in perfect condition. Offers to Salisbury Transmission, Ltd., Birch Rd., Witton, Birmingham 6. [C1035]

1954 (July) Alvis TC/21 saloon, in black and silver, one owner only and nominal mileage, radio, heater, twin spots, etc.; immaculate and show-piece car; many Grey-Lady mods; £695; usual facilities.—Corner Garage, Gorion St., Blackpool. Tel. 26533. [C2003]

£495—Alvis 1½ 1951 model sun saloon, extra careful owner, new tyres, tip-top bodywork, many extras, must be seen; many others: A.A. or R.A.C. exams, welcomed; exchanges; hire purchase.—Benmors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7. [C1017]

£575!!! 3-litre Alvis saloon June 1951, only one owner and in specimen condition throughout, original maker's black finish, unblemished dark red hide interior in spotless condition; this car has been beautifully maintained and is first class mechanically, heater, washers, India Super tyres. [C1035]

400 other cars available. Write for fully descriptive priced catalogue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m., terms, exchanges. [C1035]

Alvis Cars Wanted

ALVIS Grey Lady required, 1956.—Greenways, 81, Alresford Rd., Winchester. [C1035]

GREY Lady, also 3-litre Roadster.—Chipstead Motors, Ltd., 142, Holland Park Ave. W.11. Park 3445-6. [C1035]

ROWLAND SMITH'S the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C1035]

XXX Excellent cash price offered for good Alvis.—H. P. Edwards, 29-34, Upper High St., Epsom, Surrey, Epsom 5611. [C1035]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. [C1035]

GOOD Alvis required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [C1035]

Alvis Spares and Service

SERVICE and spares for Alvis cars. [C1035]

J JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [C1035]

MANCHESTER.—Alvis repairs and spares; main agents.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 3, Rus. 2874-5. [C1035]

ALVIS-HEALEY

£745!!! Alvis-Healey, for the connoisseur; May 1953 sportsman's coupe roadster, 3-litre engine with twin carbs giving truly amazing performance, distinctly immaculate bodywork finished maroon with cream hide upholstery and brand new vinyl hood, remote control floor gear change, H.M.V. press button radio, windscreen washers, this very rare and exceptional motor car must be seen and tried to be appreciated and is offered at a fraction of its original cost. [C1035]

400 other cars available. Write for fully descriptive priced catalogue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m., terms, exchanges. [C1035]

AMERICAN CARS

PEDIGREE CARS offer:— [C1035]

1954 Ford V8 o.h.v. Customline 4-door sedan, automatic transmission, radio, heater, only 14,000 miles, exceptional condition; £725.—340, Euston Rd., N.W.1. Euston 7889. [C3093]

ALEX COWLEY (AUTOMOBILES), Ltd., [C1035]

ALWAYS have a large and varied selection of '53 to '56 models in stock, including Cadillac, Buick, Chevrolet, Oldsmobile, Studebaker, Dodge, convertibles, sedans, ranch wagons. [C1035]

ALEX COWLEY (AUTOMOBILES), Ltd., 15, Warren St., London, W.1. Euston 2565/1143/8563. [C1111]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

1989, ASH1014 56/1-2. C1989

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

ROSE & YOUNG, Ltd., offer:—
1957 Aston Martin DB2-4 Mark II, 9,000 miles only fitted A11n brake drums, immaculate condition: £2,350.

ASTON MARTIN DB2-4 3-litre saloon, 13,000 miles only, fitted chrome wire wheels, immaculate and indistinguishable from new; £1,845.—65-69, Strenthall Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. H1 6464. [C3057]

BROOKLANDS OF BOND STREET

CONCESSIONAIRES for London, S. and E. England.

1955 3-litre saloon, duo black/grey.

1955 3-litre saloon, red.

NEW saloon for immediate delivery, duo grey.

NEW Mark III saloon and drophead coupe for early delivery.

103, New Bond St., London, W.1. Mayfair 851. [C1029]

TOLWORTH MOTORS, Ltd., offer:—

1956 (July) Mark II, low mileage, radio, adjustable seats, A11n drums, as new; £2,155.

1952 DB2, Vantage engine, radio, wonderful Aston Martin history, magnificent specimen.—Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

CHARLES POLLETT, Ltd., offer:—

1955 Aston Martin DB2-4 5-litre saloon, Imperial crimsone, one owner, A11n brake drums, radio, low mileage, superb condition, 6 months guarantee; £1,795.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

B. J. HUNTER, Ltd., Aston agents, offer:—

1953 Aston Martin DB2 saloon, all extras, complete history available; £1,350.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. [C2040]

CHIPSTEAD MOTORS, Ltd., Aston Martin specialists, offer:—

DB2-4, 1954, unblemished in polychromatic crimson, complete with A11n brakes, pass-lamps, heater, screenwashers, Michelin X tyres, etc., specimen, available shortly.

DB2-4 head 1952, Vantage engine, radio, heater, screenwashers, etc., new hood, good history, low mileage, blue—142, Holland Park Ave., W.11. Park 3445-6. [C1046]

£1299 1951-1953 series Aston Martin DB2 sports model with improvements and modifications.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 5 months written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 (May) DB2-4 (registered 1957) 3-litre, hard top, one owner, 14,000 miles only, radio, heater, etc., immaculate and perfect condition, guaranteed; £2,150.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9164. [C1050]

STON MARTIN Mark 3 DB2-4 1956, unused

A (almost), registered, black/grey, immediate delivery due to exceptional circumstances at list price, delivered anywhere U.K. free part exchange considered; terms—Ruide, Automobile Distributors, 41, High St., Worthing 7773-4. [C3905]

Aston Martin Cars Wanted

DB2 required; 400 Bristol and cash offer.—Birmingham South 3282.

DB2 or DB2-4 drophead.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. [W1046]

ROWLAND SMITH'S, the Aston Martin buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

JACK BOND (VINTAGE AUTOS) offer:—

1947 Austin 8, new engine fitted, original condition; 2752ms.

VINTAGE AUTOS, Rose Hill Parade, Morden, Tel. Mitcham 7330. [C4079]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

AZ MOTORS offer 2 well maintained 1939 Austin 8 4-door saloons; gift £125.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

AUSTIN A30

L. F. DOVE (C.V.) Ltd., offer:—

1955 A30 2 door de luxe and heater, black; £445.

1953 A30 4 door and heater, one owner, beige; £360.

1956 A30 estate car, one owner, grey; £425.

SEE also A50's and A40's.—L. F. Dove (C.V.) Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [C6831]

H. BEART & Co., Ltd., offer:—

1955 Austin A30 4-door saloon, fitted with heater, wing mirrors, oil pressure gauge; £425.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1956 Austin A30 2-door saloon, black, red upholstery, 9,000 miles; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

PERRY'S OF BOWES ROAD offer:—

1956 Austin A30 2-door saloon, blue, absolutely immaculate; £475.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

NAYLOR & ROOT, Ltd., (Established) 1920.

'55 (April) Austin A30, 2-door, black/red upholstery, 19,000 miles; £425.

CLAPHAM JUNCTION, S.W.11. Battersea 2252. [C3022]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

AUSTIN A30

1956 Austin A30 saloon, heater, 15,000 miles, one owner, spare unused; £445.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-5-4. [C3052]

1956 4-door 4-door saloon, superb condition; £425.

1955 (Oct.) Austin A30 2-door de luxe saloon, 12,000 miles, heater, finished black; £445.

CHARLES RICKARDS, Ltd., 56 Baywater Rd., W.2. Pad 3440. [C3050]

AUSTIN A30 1956 (May) black, immaculate, one owner; £455.—154, Lancing Rd., Orpington. Tel. 8864.

1956 A30 two-door, one owner; £475.—Offord & Sons, Ltd., 67, George St., W.1. Welbeck 6899. [C3115]

1956 Austin A30 4-door saloon, heater, exceptional; £450.—Salmons Garages, Ltd., Temple Bar 3133. [C4029]

1956 (December) Austin A30 Countryman, green, many extras, 11,000 miles, like new through-out; £445.

EXCHANGES, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

445 eps.—Austin A30 1956 de luxe saloon, grey, heater, one owner, excellent condition; terms.

375 eps.—Austin A30 1954 model saloon, black, heater, carefully used; choice of 5 A30's; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 (October) Austin A30 2-door de luxe, black, one owner, excellent condition; £435.—Dolsons, Ltd., Austin agents, Staines 501. [C1074]

1956 A30, heater, very low mileage; £499.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 3346. [C1121]

1956 Austin A30 2-door green with beige upholstery, low mileage, immaculate condition throughout; 1 owner; £465, terms.

CLARENCE & COX, Ltd., 88, High Rd., North M. Finchley, N.12. Tel. Hillside 0560/3306-8. [C3063]

1955 grey, 4 door, red upholstery, heater, under-sealed, low mileage, immaculate, creditly used; £450.—58, Harford Drive, Watford. Watford 2838. [C3063]

1955 A30 Countryman, heater, guaranteed; £410; also 1954 A30 saloon, heater, guaranteed.

1956 A30, heater, 3 door, 8,700 miles, £465.—Jarvis A. and B.M.C. Warranties—Jarvis & Sons, Ltd., of Wimbledon, Liberty 8221. [C3086]

1954 Austin A30 4-door saloon, heater, excellent condition, guaranteed; £375; terms, exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5963. [C3034]

1955 Austin A30, choice of 6 from £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C3035]

1955 (Dec.) A30 Countryman, beetle green, with heater and screenwashers engine and interior very clean, 20,000 miles genuine, excellent condition; trial; £475.—Maythorpe Motor Co., Steven-ham 6267. [C3135]

Austin A30 Cars Wanted

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Austin A30.—H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. [W2003]

AUSTIN A35

CAR MART, Ltd.

SOLE London Austin distributors.

'56-7 Austin A35 2-door saloons; a selection from £480; with 6 months' guarantee.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434.

CAR MART, Ltd., 350, Euston Rd., N.W.1. Euston 1212. [C1039]

MIKE HAWTHORN offers:—

1957 2-door, grey 7,000 miles, as brand new; £535.

TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. 3363. [C4110]

J. DAVY, Ltd., Austin agents.

1957 Austin A35 2-door, heater, screen washers, comprehensive guarantee; £530, superb conditioned, complete; 7,000 miles, black, 16,544 miles; £524.

180—194, Kensington High St., W.8. Wes 7181. 215, Brompton Rd., S.W.3. Kni. 4215. 72, West Hill, Putney, S.W.15. Kn. 077. [C1069]

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A35 Countryman, grey, beige upholstery, recorded mileage 16,544 miles; £524.

H. A. SAUNDERS, Ltd., 836-882, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

CHARLES POLLETT, Ltd., offer:—

1957 Austin A35 2-door de luxe saloon, grey, one owner, radio, heater, genuine 7,000 miles, 6 months guarantee; £565.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

1957 Austin A35, heater, as new; £525.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1957 model Austin A35, blue, heater, low mileage, as new; £525.—Clubman Autos, Ltd., 132-142, High St., Tooting, S.W.17. Balham 3484. [16223]

1957 model Austin A35 saloon, grey, red upholstery, heater, one owner, unmarked; £550 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

1956 (December) A35 saloon, under 10,000 miles, owner, £495; (choice of two), another with heater, 5,300 mi., £515; Jarvis A & B.M.C. warranties.—Jarvis & Sons, Ltd., of Wimbledon, Liberty 8221, Wimbledon 2526. [C2086]

AUSTIN A40

DICKS.

1951 Austin A40 saloon, fitted heater, covers, etc.; £375.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.8. Tel. Gadsdane 7175. [C1074]

L. F. DOVE (C.V.) Ltd., offer:—

1956 A40 Cambridge de luxe, one owner, blue; £625.

1952 A40 Somerset, one owner, duotone beige, excellent value; £425.

SEE also A50's and A30's.—L. F. Dove (C.V.) Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [C6830]

GLANFIELD LAWRENCE offer:—

1951 A40 G83, grey, 32,000 miles; £425.—407, High Rd., W.12. Finchley 6031. [C2053]

METROPOLITAN MOTORS offer:—

AUSTIN Somerset coupe, 1954; £450.—Horn Lane, Acton, W.3. Acton 5064. [C3080]

H. A. SAUNDERS, Ltd., offer:—

1955 Austin A40 de luxe saloon, black, red upholstery, heater; £565.

1956 Austin A40 de luxe saloon, black, red upholstery, heater, recorded mileage 18,076; £585.

H. A. SAUNDERS, Ltd., 836-882, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1954 A40, grey, heater, spotlight, 25,000 miles; £485.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead 3431-2. [C3011]

1952 Austin A40, excellent condition; choice of 2 from £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1955 A40 Cambridge, grey, heater, one owner, immaculate throughout; £550.

KINGSTHORPE GARAGE, Ltd., 50, Harborough Rd., Northampton, Tel. 4297-8. [18717]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1953 Austin Somerset, black; price £425, good condition.—Tel. Wembley 7781. [T9032]

1949 and '50 Austin A40 Devon saloons; from £325.—Northwood Hills Motor Co., Northwood 3271. [C3129]

1953 A40 saloon, sliding roof, heater, reconditioned engine; £425.—Robbins, East Putney. Tel. 7881. [3010]

1953 A40 Countryman, superb condition and appearance; £595.—Bruce France, 20, Cromwell Mews, South Kensington, Plaxman 0513. [C2096]

1953 Austin A40 saloon, one owner, good condition; £400.—Barnes, 515, Finchley Rd., N.W.3. Hampstead 2221. [C1142]

1955 A40 Cambridge, grey, one owner, heater, excellent condition, guaranteed; £550.—Campbell Symonds, Perivale 4456. [C1037]

1954 Austin A40 saloon, beige.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. [C1063]

1950 A40, rebored, new battery, undeniably sound and clean; £355.—376, Kensington High St., W.14. Western 2512. [C4018]

1952 (July) Austin A40 saloon, black, one owner, heater; £445.—Western Motor Works, Chislehurst, Kent. Footscray 1122. [16739]

1956 A40 grey saloon, heater, immaculate, guaranteed; £550; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 1519. [C4078]

1956 A40 Cambridge, heater, one owner, immaculate condition; £565.—Wickham, 13, Balham Hill, S.W.12. Battersea 5283. [C1011]

1954 Austin A40 saloon, black, sunroof, heater, radiator blind, screen washers, loose covers, radio; £485.—Michael Christie Motors, Aylesbury 4727. [C1094]

1956 Austin A40 saloon, one owner, 12,000 miles, quite a new car; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2329.

1954 Austin A40 Somerset saloon, black with lawn, heater, one owner; £435.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield. Enfield 6767. [C1116]

1954 Austin A40 Somerset saloon, one owner, heater, excellent condition; £475.—Tom Aillery Automobiles, 68, Hill Rd., Wimbledon 3432. [G1131]

1955 Austin A40 Cambridge saloon, heater, one owner, guaranteed; £525; exchanges, terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5963. [C3034]

AZ MOTORS offer the most beautiful 1953 A40 sports in London! Really superb condition, heater, small mileage; £465.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1954 A40 convertible, one owner, heater, in immaculate condition; £465.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [16951]

1951 A40 saloon, exceptional condition, one owner; £475.—Jarvis A. and B.M.C. Warranties—Jarvis & Sons, Ltd., of Wimbledon, Liberty 8221, Wimbledon 2526. [C2086]

1955 Austin A40 de luxe saloon, one-owner car, immaculate throughout; £560; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C3085]

1952 (March) Austin A40 Devon saloon, colour grey/beige interior, fitted heater, approximately 5,000 miles on reconditioned engine unit; £375.—Poland Street Garage, Gerrard 9010. [18728]

1956 (Oct. 1955) Austin A40 Cambridge saloon, colour black, fitted with heater, wing mirrors, anti-theft device, etc.; offered at £540.—Poland Street Garage, Gerrard 9010. [18728]

Austin A40 Cars Wanted

A40, 1950/1 good price paid for low mileage car.—S. Cheshire, Ltd., Noble Corner, Great West Rd., Hounslow, Middx. 1082. [W1129]

XXX Excellent cash price offered for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A50

A1 at Brown's

1955 (Oct.) Austin A50 de luxe saloon, grey, red high interior, heater, extras, 25,000 miles only, beautifully kept and maintained and practically unmarked throughout; £585. [C1025]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294.

CAR MART, Ltd.

SOLE London Austin distributors.

'55-6-7 Austin A50 Cambridge saloons; a selection from £375; with 6 months' guarantee. CAR MART, Ltd., Upper Montague St., W.1. Ambassador 1837. [C1039]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

H. A. SAUNDERS, Ltd., offer:—

1956 Austin A50 de luxe saloon, tweed grey, red upholstery, recorded mileage 11,934, heater and fog lamp. £665.

1956 Austin A50 de luxe saloon, Chelsea grey, red upholstery, recorded mileage 7,744, heater, screen washer, high compression engine, plastic roof lining, 13in. wheels. £735. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

L. F. DOVE (C.V.) Ltd., offer:—

1956 A50 de luxe, one owner, blue; £625.

1956 A50 de luxe, one owner, grey, 14,000 miles; £650.

1955 A50 de luxe, one owner, black; £560.

SEE also A40's and A30's.—L. F. Dove (C.V.) Ltd., 38, Lower Addiscombe Rd., Croydon. Adv. 3131. [8829]

BROCKHAM MOTOR Co., offer:—

1955-6 saloon, black, immaculate condition, red interior; bargain £550.—87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Daves Green 6655. [C1155]

WARWICK WRIGHT, Ltd., offer:—

1955 (November) Austin A50 saloon, sliding roof, black, brown upholstery, heater, 19,000 miles; £585.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London N.W.8. Cunningham 6050. [C4045]

NAYLOR & ROOT, Ltd., (Established) 1920.

'56 (model) Austin A50 de luxe, black/red hide, heater, serviced by us since new; £585.

CLAPHAM Junction, S.W.11. Battersea 2252.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:— [C3022]

1955 Austin A50 standard saloon, fitted heater, wing mirrors, taxed, good condition; £520. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1955 Austin A50 saloon de luxe, heater, cream, £550.—Hale Motors, Tot. 7771. [C2077]

1956 Austin A50 saloon, heater, one owner, duo green with green interior; £645.

PASS & JOYE, 184 Great Portland St., W.1. Museum 1001. [C3039]

1956 A50 saloon de luxe, black, one owner, guaranteed; £595.—Campbell Symonds, Wembley 6262. [C4078]

1955 A50 saloon, heater, immaculate, guaranteed; £495; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1819. [C4004]

1955 Austin A50, heater, in really outstanding condition; £545.—Kirkdale Cars, Kirkdale, S.26. Sydenham 6129. [C2066]

1954 Austin A50, 9/1 Cambridge, first-class condition; £575.—Davies Car Centre, 22-34, Horn Lane, Acton, Tel. Acorn 6731. [C1120]

1956 Austin A50 saloon de luxe, choice of 2; from £615.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield. Enfield 6727. [C2118]

Austin A50 Cars Wanted

ROWLAND SMITH'S, the A50 buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

XXX Excellent cash price offered for good Austin A50.—R. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

CAR MART, Ltd.

SOLE London Austin distributors.

'57 Austin A55 Cambridge saloons; a selection from £765; with 6 months' guarantee.

CAR MART, Ltd., Upper Montague St., W.1. Ambassador 1837. [C1039]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. [C1039]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1957 A55 Cambridge saloon, 3,000 miles, guaranteed; £775.—Prynn & Stevens, Ltd., 57, Acre Lane, S.W.8. Brl 1135. [C2077]

A55 black de-luxe, immediate delivery.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. New Cross 0688. [C3113]

AUSTIN A70

CMI CAR SALES (Primrose 6623) offer:—

1952 Austin A70, green one owner; £375.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. Ham. 6041. [C1051]

1954 (late) Austin A70 Hereford saloon, one owner, low mileage, heater, beautiful car; £495.

D. F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.4. Hampstead 9988. [C4094]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

HEARSES? Brochures available. We are building a deck heater on the A70 chassis.

L. A. SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1953 Austin A70 Hereford saloon, heater, black; £395.—Hale Motors, Tel. Tot. 7771. [C2077]

AUSTIN A70

1954 model A70 Hereford Austin, 8,000 miles, spare unused; £465.—Castle Street Motors, 5, St. Johns Rd., Hove 70596. [8931]

AZ MOTORS offer 1953 Hereford sun saloon; genuine 35,000 miles, one owner, opportunity; £395! also 1947 16 saloon; £225!—Palmerston Rd., N.W.6. Mai 4723. [C1011]

1951 Austin A70 Hampshire, heater, H.M.V. radio, in outstanding condition; £375.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [7776]

AUSTIN A90 & A90 (6-cylinder)

CAR MART, Ltd.

SOLE London Austin distributors.

£595—Austin A90 Westminster saloon, loose covers, heater, de luxe, reg. June '55; 6 months' guarantee.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

NAYLOR & ROOT, Ltd., (Established) 1920.

'55 (June) Austin A90 Westminster, Reef blue/blue beige hide, radio, one owner; £645.

CLAPHAM Junction, S.W.11. Battersea 2252.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:— [C3022]

1955 Austin A90 Westminster saloon, one owner, taxed, good condition; £585.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1955 Austin A90 Westminster de luxe, heater, black, red upholstery; £585; terms.

McLAREN & COX, Ltd., 328, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3027]

£625—1955 Austin A90 Westminster de luxe, low mileage, radio, heater, as new.—Jennings, Richmond 3368. [C3103]

1950 A90 Atlantic electric operated convertible, 2-tone green; £385.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

1955 Austin A90 saloon de luxe, black, any examination or trial; £600.—Notting Hill Garage, Ltd., 1155, Notting Hill. [C4016]

1955 (July) Westminster de luxe, fawn, 2 owners; £535.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. S.W. 4441. [C4067]

1952 Austin A90 hard top Atlantic saloon, heater, radio, in excellent condition throughout; £415.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676-7779. [C4016]

1956 Austin A90 saloon, 7,000 miles only; £595.

£435—1951 Austin A90 hard top, immaculate and beautiful specimen motor car; choice 2 others; choice also 2 convertibles in magnificent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

AUSTIN A105

CAR MART, Ltd.

SOLE London Austin distributors.

£1175—Austin A105 saloon, heater, automatic gearbox, reg. June '57; 6 months' guarantee.

CAR MART, Ltd., Upper Montague St., W.1. Ambassador 1837. [C1039]

HENLYS offer with 4 months' guarantee:—

1956 Austin A105 saloon, overdrive, one owner, blue and grey with tan interior; £945.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Culliver 5721. [8679]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

AUSTIN SIXTEEN

A & S Ltd. Austin Hirecars. See under L. Incursions.

A. L. P. & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

HEARSES? Brochures available. We are building deck and bearers on the 16 chassis; inspection invited.

A. L. P. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1946 Austin 16, engine has been changed; £280.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1948 Austin 16, exceptionally well maintained car; £315.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3484. [C1131]

1946 Austin 16, black, brown leather, sun roof, heater, spot lamp, undersized, exceptional; guaranteed; £295.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3012]

265 gns.—Austin 16 1947 de luxe saloon, black, sliding head, brown leather, heater, excellent condition; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AUSTIN A125 & A135

CAR MART, Ltd.

SOLE London Austin distributors.

£595—Austin A125 Sheerline, sliding head, radio, heater, reg. December '51; 6 months' guarantee.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. [C1039]

PETER BANTOCK CAR SALES offer:—

1953 Austin Princess, finished in immaculate black cellulose with two-tone brown hide interior, speedo reading 15,500, this car is truthfully quite out of the usual run of condition and is literally immaculate; £795.—104, High Rd., Chiswick 2725/5870. [C1011]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

AUSTIN A125 & A135

GUY SALMON AUTOMOBILES offer:—

1958 Austin Princess latest series Mk. IV, saloon, two-tone grey tan, automatic transmission, power steering, radio, 1,000 miles, offered at £500 under cost; £2,950.—Portsmouth Rd., Thames Ditton, Esherbrook SS51-2-3. [C4001]

£445—Austin Princess, radio, heater, immaculate condition.—E. Casey, Willesden 4543. [C1154]

HEARSES? Brochures available. We are building deck and bearers on the Princess chassis; call.

A. L. P. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

A. L. P. & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

1955 Austin Sheerline, long wheel base chassis, fitted with 9-seater body; £975.

JACQUIER, Ltd., 229, Hamersmith Rd., London, W.8. Tel. RIVINGTON 8677-8. [C2043]

A & S Ltd. A125 L.W.B. seven passenger cars. See under Limousines.

A. L. P. & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

AUSTIN Sheerline, '50, rouser, excit. condn. radio and htr.; bargain at £350.—Carr Bros., Purley, Surrey. Upl. 4812. [C1041]

1953 Austin A135 Princess saloon, heater, radio, with blue interior, fitted heater, radio, immaculate in every way; terms and part exchanges arranged.

ORHARD GARAGE, Ltd., Providence St., Earlston, Coventry (Tel. 40574), or evenings after 7.30, 60558. [8668]

1955 Austin Princess saloon, 11,000 miles only, power brakes, superb condition throughout; £1,495.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

AZ MOTORS offer magnificent 1950 Sheerline, remains below 30,000 miles only, radio and heater, positive trouble-free motoring for £395.—Palmerston Rd., N.W.6. Mai 4723. [C1011]

£495—1952 Austin Sheerline saloon, just completed leather upholstery, exceptional mechanically, a luxury 1952 motor-car in 1956 condition.

400 other cars available. Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m., terms, exchanges. [C1035]

£499—1950 Austin Princess de luxe saloon, outstanding vehicle, speedometer records 26,000, this vehicle looks and runs like a 1955 Princess worth £1,500; choice also 1952 Princess in as-new condition; also 2 Austin Sheerlines available from £365.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

A. L. P. & SAUNDERS Ltd. require L.W.B. Limousines and Saloons in above average condition.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006]

A. L. P. & SAUNDERS Ltd. require L.W.B. Limousines and Saloons in above average condition.

A & S Ltd. 16hp. Hirecars and 13-seater Omnicoaches. See under L. Incursions.

A. L. P. & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

CAMDEN MOTORS for Austin hire car limousines; 12 available, all 4-door models. See selection under "Limousines".—Camden Motors, the limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m., terms, exchanges. [C1035]

JACK ALPHE LIMOUSINES

MARYLEBONE, W.1. WELBECK 1124.

HIRECAR, December, 1955, fitted BMC Diesel heater, one private owner, authenticated mileage 36,000. £900.

HIRECAR 16 h.p. July 1952, one private owner, occasional appear unused, moderate mileage £595.

HIRECAR, February, 1951, recently fitted Perkins 7-4 Diesel engine at cost of over £250, one private owner. £675.

HIRECAR, 16 h.p. January 1951 one private owner, £560.

HIRECAR, 16 h.p. 1950 engine just rebored and brakes relined £425.

HIRECAR, 16 h.p. Late 1949 heaters, demisters, chrome hubcaps, engine and axle just overhauled. £435.

ALL the above in showroom condition, fitted good tyres and carrying out three months guarantee.

JACK ALPHE LIMOUSINES, 50, Marylebone High Street, W.1. Welbeck 1124. [C1103]

Austin Hire Cars Wanted

A. L. P. & SAUNDERS Ltd. require 16hp. Hirecars in good condition.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006]

AUSTIN MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—

1956 Austin A90 de luxe saloon, black, red upholstery, recorded mileage 22,000, heater; £665.

1957 Austin A95 de luxe saloon, court grey, green flash, green upholstery, recorded mileage 8,188, heater; £655.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

H. A. SAUNDERS, Ltd., Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted
WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin cars.
Tel Weybridge 2253. (0541/R)

Austin Spares and Service
FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spare service available till 11 p.m. (0414/R)

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19, Wm. 0123. (0414/R)
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0289)

STOCKS for all models, cars and trucks.
S. G. SMITH (MOTORS), Ltd., for Austin spares and service—13-19, East Dulwich Rd., S.E.22, New Cross 444. (0374/R)

THE CAR MART, Ltd.
LONDON distributors.—Spares parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and 16, Uxbridge Rd., Ealing, W.9 (Ealing 6000); and 392, Brixton High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). (0160/R)

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & COMPANY, Cleveland Garage, Cleveland St., Tel. Mus. 1952. (0500/R)

TANNER BROS. (1918), Motorworks and Coachworks, 27, Tottenham Court Rd., W.1. (0779/R)

HAMMERSMITH, W.G.—Rogers Garages, Wellesley Ave., W.6. Riv. 2444. Engineers, sales and service. (0364)

AUSTIN spares, any year, any part, largest stockists in U.K.; exchange units; tel. Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2832/2830. (0729/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs Ltd., Main Parts Stockists, Longbridge House, Bedford, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). (0399/R)

AUSTIN spares, all models, keenest prices; send for our 152-page illustrated catalogue, price 1/- post free.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3290. (0458/R)

C. G. NORMAN (VICTORIA), Ltd., authorised Austin car main spare parts stockists; service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. (0471/R)

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines; gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to M.C.G. exclusively.—1, Acton Lane, S.W.2. Brixton 1155. (0184/R)

AUSTIN-HEALEY
CAR MART, Ltd.
SOLE London Austin distributors.

£1065—Austin-Healey 100 Sports, overdrive, reg. June '57; 6 months' guarantee.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (0139)

BM1—1955, reg. 35,000 miles, hard top, wing mirrors, badge bar; £725.
BM1—May 1955, reg. 25,000 miles, full Le Mans modifications and many extras, this car is just about as perfect as possible; £785.
BM2—reg. 8,000 miles only, hard top, radio, wing mirrors, badge bar, spot and fog lamps, stone guards, one enthusiastic owner; £675.

H. A. SAUNDERS, Golders Green, for your new or used Austin-Healey—Speedwell 0011. (0400/R)

1956—Austin-Healey 100, green, Michelin X tyres, sliding windows, spotless car; £775.
A. & R. THOMAS, Central Garage, Kempston, Bedford. Tel. Kempston 100-6. 5,000 miles only; £975.—1957 British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 Temple Bar 3568. (0102/R)

1954—Austin-Healey 100, 18,000 miles, faultless condition, throughout, guaranteed; £695.—Salisbury Motor Co., Fisherton St., Salisbury 6025.

1956—Austin-Healey 100, overdrive, heater, one owner, green with matching interior, low mileage; £845.—Widover, Ltd., The Hyde, Hendon, Colindale 4031. (04118)

AUSTIN-HEALEY 100/6 June '57, ice blue and ivory with extras, 5,400 miles, guaranteed, one owner; £1,025; terms, exchanges.—W. N. Roake Automobiles, 24, Widmore Rd., Bromley, Kent. Tel. Rav. 1252. (0600)

£645!!! Austin-Healey 100 overdrive two-seater 1955 series, with wirewheels, tonneau cover, badge bar and spots, used only for normal road motoring and never raced or rallied, beautiful car.
400 other cars available. Write for fully descriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m., terms, exchanges. (01035)

1956—Austin-Healey 100, with hard top, one owner, finished blue, dark blue interior, mileage 11,000 odd, ice guaranteed, heater, wire wheels and overdrive; £849; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. (02004)

1954—Austin-Healey, guaranteed 25,000 only, extras include special 48-watt head lamps, 110,000 candle-power driving lamp, laminated racing steering wheel, cylinder head polished, excellent condition, better than 95% '56 models; price £645.—T. Prickett, 1, Church Rd., Leatherhead 4131. (0872)

Austin-Healey Cars Wanted
ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

GOOD Austin-Healey wanted for cash—35, Kinnerton St. S.W.1. Belgravia 3711. (W3045)

Austin-Healey Cars Wanted
J. H. BARTLETT, the Austin-Healey buyers.—27, Penbridge Villas, W.11. (W1013)

XXX—Excellent cash price offered for good Austin-Healey.—H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. (W2005)

BENTLEY (3½, 4½-litre and New 4½-litre)
J. B. JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). (C1082/R)

LEC
1951 standard saloon, moderate mileage, beautiful throughout, virtually two owners, black, unmarked brown hide; £1,400; terms, exchanges.—Below.

1947 standard saloon, perhaps the best car of its year available, having a "full-flow" engine and a full maker's history, black with red hide; £1,045; terms, exchanges.—Below.

1937 Bentley 4½-litre razor-edge sports saloon by Freestone & Webb, Ltd., history known, excellent throughout, full details available; £545; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7, Knightsbridge 6464/6974. (C1086)

PB. Ltd., offer:—
1947 standard steel saloon, green, beige leather. PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. (C1033)

H. C. PAUL, Ltd.
1956 Bentley 3½-5.8 8-type saloon, armrests, blue, blue interior, 12,000 miles; £4,250.
1952 Bentley standard steel saloon, duo-grey, one owner, exceptional condition; £1,560.

1951 Bentley S.S. saloon, black/brown, big bore, small boot, one owner, exceptional condition; £1,500.
1950 Bentley standard steel saloon, black/tan, speedometer 45,000, exceptional condition; £1,235.

1950 Bentley, fitted James Young 2-door saloon, dark green, light tan interior, electric windows, engine completely overhauled, modified to full-flow and guaranteed 12 months; £1,575.
1949 Bentley H. J. Mulliner 4-door saloon, 52,000 miles, engine completely overhauled and converted to full-flow at 50,000 miles, black, brown interior, exceptional car; £1,550.—32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

MANN EGERTON.
1953 Bentley R type saloon, 36,000 miles, two-tone grey; £2,400.
14, Berkeley St., W.1. Hyde Park 2073. (C2006)

JACK SMITH offer:—
1954 series TN Bentley automatic, black/beige upholstery, excellent condition; £2,150.
1949 Bentley Mark VI 8/5 saloon, black/maroon hide upholstery, full flow engine fitted, exceptional condition; £1,050.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0661. (C4062)

REG TIMMS offer:—
1948 Bentley standard steel saloon, black and brown, with brown leather, 2 owners, complete overhaul January 1957, in first-class condition throughout, fully guaranteed; £995, terms and part exchanges.—26-30, High Town Rd., Luton 3954-5. (C4124)

T. SULLIVAN offer:—
1953 Bentley R type, 45,000 miles, black, brown interior, immaculate condition, history; £2,100.
T. SULLIVAN, 115, Gunnersbury Ave., Ealing, W.5. Acorn 7660; also Euston 5581/2/3; Hounslow 6153. (C4113)

THE WESTOVER GARAGE
SERIES S Bentley, shell grey and velvet green with light beige upholstery, bench seat with armrests, cocktail cabinets, power-operated windows, automatic radio, speedo, 15,000 miles, one owner, this car is indistinguishable from new.—Rings Mr. Harnett, Bournemouth 6061. (C4115)

SANDERSON & HOLMES, Ltd.
The official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Also Bentley House, London Rd., Leicester. Tel. Derby 47471. Leicester 59685. (C4073)

JACK BOND (VINTAGE AUTOS).
SPECIALISTS in B Bentleys with unusual coachwork.
ENGLAND'S finest selection.

EVERY car immaculate and guaranteed.
1938 4½ top hat saloon magnificent coachwork, razor-edged by Freestone & Webb truly immaculate, good history; £715.
1937-8 4½ sports open 4-seater, good history, immaculate; £825.

3½-litre Gurney Nutting drophead coupe, unmarked condition, good history; £785.
AND many others in stock.

URGENTLY require to purchase Bentleys with unusual coachwork.
OUR works are at your service: Rolls and Bentley fitters only employed.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5229 and 5350. (C4079)

CHIPSTEAD MOTORS, Ltd., offer:—
1957, type April, 1955, beautifully maintained car and unblemished, in black and red leather, all refinements, strongly recommended at £2,050.—142, Holland Park Avenue, W.11. Park 3445-6. (C1046)

1949 Mark VI, Tudor grey, screen washers, good history.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

BENTLEY (3½, 4½-litre and New 4½-litre)
SWANMORE GARAGE, Ltd., offer:—

1950 model Mark VI S.S. saloon, black with brown upholstery, one owner from new, 30,000 miles since £1,000 overhaul by manufacturers, fully modified engine; £1,165.

1939 sports saloon by H. J. Mulliner, 7,000 miles since comprehensive engine overhaul, radio and heater, excellent history, a rare and desirable model; 2875.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. (C4034)

FARNHAM MOTOR Co., Ltd., offer:—
1954 Bentley Mark VI E. D. Abbott (Continental type), 17,000 miles; £4,150.
1953 Bentley Continental H. J. Mulliner, L.H.D., 54,000 miles guaranteed; £2,875.

1948 Bentley Mk. VI, 2 owners since new, excellent condition throughout; £955.
FARNHAM MOTOR Co., Ltd., Downing St., Farnham, Tel. 4873-4. (C2110)

WEYBRIDGE AUTOMOBILES offer:—
1954 (June) Bentley saloon, mileage 29,800, automatic, excellent condition; £2,995.
WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2253. (C4036)

AUTOMOTIVE & MARINE, Ltd., offer from their selection:—
1948 METCALVE'S fabulous 6½ 2-door Brougham de Ville by Freestone & Webb, coachwork restored as new regardless of cost, hosts of extras too numerous to mention, must be seen to be appreciated.

1937 4-door sports saloon by Park Ward, in perfect order.
1934 ½-litre Thrupp & Maberly four-door drop head coupe, in nice order, taxed, heater.

THE about cars are offered at realistic prices; hire purchase and part exchange a pleasure.
WE urgently require for cash 3½, 4½, pre- and post-war Bentleys with unusual types of coachwork.

CROWN GARAGES, Albany St., N.W.1. Euston 0332.
1950 Bentley power-operated drop head touraine by Park Ward; £2,150.

TAYLOR & CRAWLEY, 43a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 5961. (C4036)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2/3, offer:—
1948 Bentley Mark VI standard steel saloon, black, brown hide, 50,000 miles on immaculate condition, just returned from manufacturers after comprehensive service; £1,050.

1950 (November) Bentley Mark VI standard steel saloon, silver, red hide, one owner since new, 69,000 miles, full history available, magnificent condition; £1,235. (C1001)

1951 Bentley Mark VI, Autocar tested, full run-in.—Hatch End 2341. (6974)

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers offer:—
1956 Bentley S saloon, smoke and sage green, one owner, 15,000 miles, sold and maintained by us; £4,175.

1953 Bentley R automatic saloon, black, grey leather, folding armrests to front seats, 12 months' guarantee; £2,475.
1953 Bentley big bore, small boot saloon, shell grey, one owner, low mileage, sold and maintained by us 18 months' guarantee; £1,875.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE Works and Stores, Barnsdale Way, off Elgin Ave., W.9. Cunningham 5936. (C2010)

CASS'S MOTOR MART.—1936 Bentley 3½ Park Ward sports saloon, black, Bentley history.—5, Warren St., W.1. Eus. 4110. (C1040)

1952 4½-litre saloon, moderate mileage, immaculate condition; £1,695.—Mansfield Autopla, Ltd., 48, Fitzroy St., London, W.1. Euston 2567. (C3001)

1951 Bentley S.S. saloon, 2 owners, full Bentley history, complete £600 overhaul last year; £1,545.

1949 Bentley S.S. saloon, 2-tone black and beige, all extras in (faultless condition; £1,125.—Rogers Howard & Co., Ltd., 16, Albemarle St., W.1. Hyde 7166. (0841)

1948 Bentley Mk. VI SS saloon, black/grey; £875.—Clayton's Cars (London), Ltd., 17, Bond Place, London, W.1. Hyde 4184. (C1040)

1948 Bentley sports sal., finished black with brown hide upholstery, fitted special high ratio axle, moderate mil., excellently maintained; £1,050.
THOMPSON-DOCKRY, Ltd., M.G. Agents, 109 and 119, Eastband St., Southampton, Lancs. Tel. 56954 (4 lines). (C4120)

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. (5898)

1957 Bentley S Series saloon, duo grey with grey leather, mileage under 1,000.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds and Sheffield. (C3100)

1949 Bentley SS saloon, radio and heater, black and fawn, exceptional throughout; £1,135.—Kingham Motor Co., Ltd., 191, Forest Rd., London, E.17. Tel. Larkwood 7240. (C3123)

1949 Bentley Mark VI saloon birch grey with blue upholstery, full-flow engine, good condition throughout; £1,100.—Newbury Motors, Ltd., Manor Lane, Halesowen, T. 1641. (849F)

1937 4½-litre Bentley saloon, body Mann Egerton, black with blue upholstery leather, first-class condition, full history; £550.—Auld & Co., Ltd., Wood St., Doncaster. Tel. 2803. (08852)

£275!!! 1935 3½-litre Barker bodied 2½ seats, 18 sports saloon, black, beige hide, good order, pretty sports Bentley.—Central Newbury Motors, Ltd., Tel. Newbury 2000. (C1157)

1947 Bentley 4½ saloon, blue, superb condition, many extras; 2875.—Park Garage (Moctory), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C3037)

1937 Bentley, Barker sports saloon, most attractive car 2180 overhaul just completed, faultless, new tyres, heater; £475.—Katon Motor Co., St. Neots 8494. (C2114)

1950 Bentley Mk. IV 58 sln., in black and shell grey, radio and heater, taxed, in very good car; £1,285. Consider part-exchange.—Georgian Lodge, Arlington Ave., Goring-by-Sea, S. 44128. (C4027)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3, 4, 4½-litre and New 4½-litre)

1952 Bentley Mk. VI big bore about coupe green/silver, all-electric drop head, 46,000 miles, recently overhauled, immaculate condition, history; £1,750.—Blundells Ltd., Christ Church Rd., Folkestone 2726. [C1108]

BENTLEY R type sports saloon 1953, genuine mileage under 40,000 miles, unmarked; £3,650.—Available January 15th. Rudds, 41, High St., Worthing 7773-4. Demonstration U.K. without obligation, exchange considered; terms available. [8903]

1956 Bentley series S, registered 16.12.55, immaculately finished in elephant grey with red hide interior, this specimen vehicle has full manufacturer's history, specially fitted with electrically operated windows, rear blind and radio aerial, really superlative condition; £4,250.

A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005]

Bentley Cars Wanted

CASS'S MOTOR MART requires good Bentleys—5, Warren St., W.1. Eus. 4110-3525. [W1040]

WANTED, all model Bentley saloon, low mileage, Sor R type—Box 3551. [8942]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hamstead High St., N.W.3. [C1068/R]

WANTED, Bentley standard saloon, 1953-4, automatic gear, not black, under 30,000 miles, Tel. Knightsbridge 86974. [W1086]

XXX Excellent cash price offered for good Bentley Street, London W.1. Langham 0612. [W2003]

POST-WAR Bentley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000]

1925-1936 Bentleys, all models.—Autonora Ltd., 229, West End Lane, N.W.6. Hamstead 3430. [W1150]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys—53, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

WE will buy or part exchange your Bentley for a new one—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4945. [0686/R]

WEYBRIDGE AUTOMOBILES, Ltd., official re-tailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge, 2235. [W4018/R]

URGENTLY wanted for cash, post-war Bentley with small mileage and good history.—Tel. Webb, Littlewick Green 70 days, evenings and week-ends Littlewick Green 3076. [W1107]

Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars

SERVICING overhauls, accident work

COACHWORK recollussing, trimming, etc.

SPARES service.—Fla. 2223 (7 lines)

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1086/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

ALL spares, new and secondhand, for all pre-war A. Rolls. Bentley cars; all repairs and service; specialists in the repair of damaged engines.—Brompton, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R]

B.M.W.

B.M.W. type 503, 1957 model, power-operated convertible, all-electric, fitted with Becker automatic radio and electric aerial, innumerable extras, a most exceptional car which cost £5,000, and believed to be the only one in England; £3,950.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

B.M.W. saloon 502 V.8 150 h.p., a completely unmarked example of this rare and exciting car, registered June 1957, 2,500 miles only, guaranteed from new, finished in pearl grey and loose covers, fitted heater and radio, cost nearly £3,200 when new; now offered at a saving of £500 at £2,750.

CONNAUGHT ENGINEERING, Portsmouth Rd., C. Send. Tel. Ripley 3122. [C1132]

Bond Minicar Wanted

ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN [0827/R]

BORGWARD

1956 Borgward Isabella, grey, red interior, radio, 10,000 miles, like new; £850.—Brookside Motors, 102, High St., Uxbridge 3184. [8976]

1957 (July) Isabella TS, 7,000 miles, absolutely as new; £1,195.—Tolworth Motors Ltd., Kingston By-Pass, Twelfth, Elmbridge 2254. [C4081]

BORGWARD—You will hear of something to your advantage if you contact the Devon and Cornwall distributors.—Seymour Horwell Garages, Newton Abbot 545. [7746]

BORGWARD Microbus, 14-seater, immaculate, fitted with Wilton carpet in the back, alternate seats, heater, 35-40 m.p.h.; £400 o.n.o.—Tolhurst Garage, Ltd., 69, Calverley Rd., Tunbridge Wells. Tel. 656. [88607/R]

1955 (June) Borgward Isabella, grey with red interior, fitted heater, two rear spot lights, one owner, total mileage since new only 11,000 miles, absolutely as new in every way; terms and part exchanges arranged.

ORCHARD GARAGE, Ltd., Providence St., Earsdon, Coventry. Tel. 40574. [8687]

1957 (Nov.) T875 saloon, grey and blue, with blue interior, 1,700 miles only, with full manufacturer's guarantee, a good reason for sale; cost today £1,440; offered at £1,295, terms and part exchanges.—28-30, High Town Rd., Luton 2954-5. [C4124]

BORGWARD

1956 Borgward Isabella 60, colour nylon grey, beautifully maintained, low mileage, £895; also 1955 Isabella 60, colour grey, excellent condition throughout, £795.—Claud Hamilton, Ltd., 175, St. George's Rd., Glasgow, G.5. Douglas 4613 or 7591. [8718]

Borgward Cars Wanted

RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyd. 7166. [0965/R]

BRISTOL

ANTHONY CROOK—Largest distributors of Bristol cars in the world offer new 405 (115mph, 26mpg) 4-seater saloon; £3,586.

ORDERS now being taken for the new 406 2.2-litre Bristol with British coachwork, exceptionally roomy 4.5-seater equipped with Servo assisted disc brakes.

ANTHONY CROOK, from a selection of 20 used Bristols actually in stock select the following—

1954 specification, one lady owner.

NOW is the time to buy (we are buying as many as possible) before the usual rush in the New Year.

ANTHONY CROOK MOTORS, High St., Esher. Tel. 4580. [C1063]

R. S. FUGGLE, Ltd., Bristol Distributors, offer—

A NEW Bristol 405 saloon, finished in torch red with black upholstery. [W2003]

1957 Bristol 405 saloon, 7,000 miles, finished in off-white with black upholstery; £3,200. [C2017]

R. S. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [W4018/R]

1948-9 Bristol 400 saloon, outstanding condition; £2,575.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hamstead 8676/7779. [C4016]

Bristol Cars Wanted

J. H. BARTLETT, the Bristol buyers.—27, Pembridge Villa, W.11. [W1143]

ANTHONY CROOK largest cash buyers. Used Bristols desperately required especially at the moment types 405 and 405.—Esher 4580. [W1065]

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

Bristol Spares and Service

ANTHONY CROOK, leading spares and service distributors since the car's origin, new and reconditioned Bristol spares for all models ever built, factory trained staff working solely on Bristol cars for the past 12 years.

—Service and Stores Dept., Hershham, near Walton-on-Thames (20 minutes Waterloo). Walton-on-Thames 687. [S1063]

R. S. FUGGLE, Ltd., Bristol spare parts and service.—Bushey Heath, Herts. Tel. 1685. [S2017]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Bentley model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti spares, Edgware Rd., N.W.2. Gladstone 7677. [0071/R]

BUICK

JACK BOND (VINTAGE AUTOS) offer—

1938-9 Buick Roadster a Concours winner; £2,495.

VINTAGE Autos, 105, Queensway W.2. Tel. Baywater 5829 and 6330. [C4079]

1951-2 Buick special saloon, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hamstead 8676/7779. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 6691/3903 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1953 (Nov.) Buick Roadmaster Riviera saloon, black, radio and heater, power steering, United glass, etc., low mileage, one owner.—Desborough Park Autos, High Wycombe 113. [C2129]

CANADIAN Buick, left-hand drive model, registered Canada 1959 and first registered this country 1948; fitted seat covers and in very good condition throughout.

BUICK 7-seater limousine, first registered March, 1938, black, fitted seat covers, Thrupp & Maberly body, very good condition throughout.—Apply, Stovells, Downland Court Garage, Worthing Rd., Basingstoke, Tel. Bas. 781. [8430]

£695—1952 Buick Special Dynaflo saloon, automatic transmission, royal blue, fitted loose covers, heater, radio, reading lamps, twin spot lights, new spare, genuine 44,000 miles, in immaculate condition throughout, unrepeatable offer.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2095]

1951 Buick Dynaflo Super Straight 8 Riviera sedan, finished in light green, with grey cloth upholstery and fitted grey loose seat covers, automatic drive, radio, heater, wing mirrors, screenwashers, two spot lights, reversing light and foot-operated hand brake; £845. Written guarantee, terms, exchanges.

H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Buick cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC

SCOTT CARS offer—

1956 (October) Cadillac, power steering, power brakes, radio and heater, 6,000 miles only; this car is absolutely as new.

1948-9 Cadillac coupe de ville, Hydramatic drive, radio, heater, power-operated windows and seats, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hamstead 8676/7779. [C4016]

CADILLAC

MAYFAIR COUNTRY CARS offer—

1955 (April) 4-door saloon, very low mileage, works maintained, £1,950.—47, Montrose Place, S.W.1. Belgrave 5854. [C3008]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 6691/3903 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1955 Fleetwood Special model 60 4-door saloon, guaranteed only 8,000 miles, black with grey nylon upholstery, hydramatic transmission, power assisted steering and brakes, self seeking radio; £2,750.—Campbell Symonds, Wembley 6262. [C1037]

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4658. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Cadillac cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

SCOTT CARS offer—

1957 Chevrolet Bel Air, right-hand drive, pillarless 4-door saloon, absolutely as new.

1953 Chevrolet convertible, power-operated hood, radio, heater, excellent condition.

1953-4 Chevrolet Powerglide, fully automatic high-hand drive, radio, heater, outstanding condition.

1948 Chevrolet Fleet Master, right-hand drive, 2,000 miles, heater, excellent condition; choice of 2 from £300.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hamstead 8676/7779. [C4016]

L. MANDUCA, Ltd., offer—

1951 Chevrolet, left-hand drive, radio, heater, really in firstclass condition; £450.—Paddington 9196, 56, Lancaster Mews, London W.2. [C5112]

CHARLES FOLLETT, Ltd., offer—

1956 Chevrolet Bel Air saloon, black and white upholstery, radio and heater, low mileage, sold and maintained by us; 6 months guarantee; £1,450.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE—Concessions and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1951 Chevrolet full 9-seater factory-built estate car, radio, heater; £555.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. G. 6881. [C4036]

1954 Chevrolet 4-dr. saloon, r.h.d., radio, heater, 24,000 miles; outstanding condition; £975.

1958 Chevrolet Bel Air 4-dr. sports sedan; 1 h.d. Powerglide, radio, V8 engine, heater, 3,000 miles only; £2,275.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper B. St. Martin's Lane, W.C.2. Temple Bar 3588.

1951-2 Chevrolet coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington 4658-9. [C4029]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 6691/3903 345, High Rd., Wembley. For full list see under American Cars. [C4015]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Chevrolet cars—345, High Rd., Wembley. Wembley 3903/8691. [W4015]

Chevrolet Spares and Service

CHEVROLET—Concessionaires for the United Kingdom, hold good stock of spares; name day service.—B. & C. Concessions, Ltd., 46-50, Gloucester Avenue, Regents Park N.W.1. Primrose 011. [0677/R]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belgrave Rd., Swiss Cottage N.W.6. Mal. 5555/2155. [0643/R]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belgrave Rd., N.W.6. Mal. 5555/2155. [0495/R]

CITROEN

LEX THE Ace

CITROEN Distributors.

1957 Citroen DS19 saloon, negligible mileage.

1956 Citroen DS19 saloon, duo-tone finish.

1955 Citroen 6-H saloon, hydramatic suspension.

1955 Citroen Light 15 saloon, grey, choice of two.

1955 Citroen Light 15, colour cherry.

1954 Citroen Light 15 saloon, black.

1953 Citroen Big Fifteen saloon, black.

1953 Citroen Light 15 saloon, choice of 4.

1949 Citroen Light 15 saloon, grey.

1946-7 Citroen Light 15 saloon, black.

1955 Citroen 2CV Cabriolet.

ALL Ace Triple Tested and guaranteed

PART exchanges, h.p. terms; open all day Saturdays.

LEX GARAGES, Ltd., The Ace, North Circular Rd. N.W.10. Elgar 5585-9. [C9134]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

CNK

1950 Citroen 6 saloon, black/red, sunroof, X tyres, outstanding order; £345.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052] C.N.W.J. Ltd.

DS19

Citroen saloon, 1956 (September), slate blue and black, mileage 12,000. £1,295. 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0921-2. [C3040]

CITROEN

from 2CV to DS19.—Worthing Motors, Ltd., Broadwater Rd., Worthing. [0703]

1951

Citroen Light 15 saloon, black, one owner, excellent condition; £395. [C1024]

1947

Citroen Light 15 saloon, black; £270.—Citroen Distributors, Ltd., Citroen distributors, 69-70, St. Marys Rd., Southampton 22310. [8411]

T. W. HOLLIDGE

Ltd., Citroen agents, sales, service.—46, London Rd., Kingston 6201-2-3. [C2124]

1950

(Sept.) Citroen 6 saloon, heater, excellent order 3 months' guarantee; £585. [C1052]

C & W MOTORS

Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [8202]

N.W. London distributors

—Blackbird Hill Garage for Citroen sales and service, Kingsbury, N.W.9. Col. 6134. [0135/R]

1949

Light 15, finished sunset grey, in excellent condition; £325.—Worthing Motors, Broadwater Rd., Worthing. [0772]

CITROEN

1948 Light 15, really excellent condition throughout; £365 o.n.o.—Norton, 185, London Rd., Hertford Heath, Hertford. [8077]

1945

Citroen 15 h.d. roadster, green, first class condition; £215.—Central, Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

770

miles only, DS19, with radio and heater, maroon and grey, one month old; a new car offering a considerable saving in price; £1,625. [C1029]

BROOKLANDS

103, New Bond St., London, W.1. Mayfair 8351. [01029]

1955

Chester Bros. (Burton-on-Trent), Ltd., 141, New St., Burton-on-Trent, Staffs. [8849]

1951

roof, one owner, excellent condition; £395; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

365

drive, good tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

C. O. NORMAN (VICTORIA)

Ltd., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R]

CITROEN Spares and Service

LEX THE Ace [C1029]

CITROEN Distributors.

OFFER top prices for fine Citroens. [W3134]

LEX GARAGES, Ltd.

The Ace, North Circular Rd., N.W.10. Egar 5585/9. [W3134]

ROWLAND SMITH'S

the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

CNK MOTORS

urgently require Citroens, all models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1033]

CITROEN Spares and Service

LEX THE Ace [C1029]

SPECIALISED Citroen Repair Service.

CITROEN Distributors. [0187/R]

48-hour spare parts C.O.D. service, all models, to anywhere in United Kingdom.

LEX GARAGES, Ltd., The Ace, North Circular Rd., N.W.10. Egar 5585/9. [83134]

SOUTH OF THE THAMES.

BALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R]

SHRIMPSON'S MOTORS, Ltd.

Distributors, W.4. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464. [0187/R]

SPARES AND SERVICES

137-143, High Rd., Chiswick, W.4 (Chiswick 6159) [0721/R]

TRICOLORE GARAGE

Citroen specialist—24 hour breakdown service.—Aldershot Rd., Worplesdon, Nr. Guildford. Tel. Worplesdon 66. [84114]

FOR quick service and good sales in Central London

for your Citroen, consult the Lorraine Engineering Co. Ltd., and ask for Mr. Hammond, 29 and 31, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [S1086]

Continental Cars Wanted

All makes and models.—Seattle, Ltd., 13, Bridge Rd., Chertsey Surrey. Tel. 2389. [C4069]

DAIMLER

ANTHONY CROOK.—Daimler Barker special drop A head, the previous owner of this car who has just purchased a new Bristol decided to make this the finest Daimler of this type in existence and spent £600 having it reconditioned by the manufacturers; it is now superb value at £895.—High St., Esher, Tel. 4580. [C1063]

BENTALLS, Ltd.

Daimler Consort, black with brown upholstery, radio, heater; £465.—Kingston-on-Thames. Kingston 1001. [C1093]

CASS'S MOTOR MART.

Daimler 2½-litre saloon, black. [C1093]

1949

Daimler 5-passenger Barker d/h coupe. [C1040]

1950

Daimler Consort saloon, maroon.—S. Warren St., W.1. Eus. 4110. [C1040]

1952

Daimler Consort saloon, maroon.—S. Warren St., W.1. Eus. 4110. [C1040]

DAIMLER

PEDIGREE CARS offer:—

1953 (Aug.) Daimler Conquest saloon, beautifully finished black with ivory up to waistline, a most outstanding car; £595.—340, Euston Rd., N.W.1. Euston 7985. [C3093]

DENHAM'S, area dealers for

DAIMLER.

ALWAYS a selection of new and good used cars available. [C1100]

DENHAM'S GARAGE (ESHER), Ltd.

Esner, Surrey. Tel. 2021. [C1100]

LANFIELD LAWRENCE offer:—

1951 Daimler Consort, black, one owner, immaculate; £325.—407, High Rd., N.12. Finchley 0091. [C2053]

GUY SALMON AUTOMOBILES offer:—

1957 Daimler Conquest Century automatic saloon, radio, 6,000 miles; £1,495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

WEYBRIDGE AUTOMOBILES offer:—

1956 (Oct.) Daimler Century saloon, silver grey and blue with blue interior, fitted radio, one owner, 10,500 miles, excellent condition throughout; £1,175. [C4094]

1955

Daimler Regency saloon, 3½-litre, black with beige interior, fitted heater, one owner, 35,000 miles, excellent condition throughout; £1,095. [C4094]

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge

2253. [C4094]

1949

(Nov.) Daimler 2½-litre saloon; bargain £335. [C4094]

SCOTT CARS, 341-347, Finchley Rd., Hampstead,

London, N.W.5. Hampstead 7676-7779. [C4016]

CHARLES COLLETT, Ltd., officially appointed Daimler

Retailers. Showrooms: 18, Berkeley St., London, W.1. Mayfair 6266. [C4016]

SERVICE Works and Stores, Barnsdale Yard, off

Coventry, W.9. Cunninghamham 5936. [C2010]

1954

Daimler Conquest saloon, one owner, black with red interior; £765. [C3039]

PASS & JOYCE, 164, Great Portland St., W.1. Museum 1001. [C3039]

1948

Daimler 18hp, radio, heater; £335.—Robbins, East Putney, Tel. 7861. [C3010]

1952

Daimler Consort saloon, beautifully maintained, black with brown interior; £545. [C4018]

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd.,

Golders Green, N.W.11. Speedwell 4411. [C4018]

DAIMLER—Always a good selection available at

Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 36241. [0567/R]

1957

Daimler Conquest Century automatic saloon, black and grey with grey upholstery, 4,000 miles only; £1,375. [C4020]

A. DEY & Co. (LIVERPOOL), Ltd., 18, Hardman

St. Liverpool, 1, Royal 5057. [8705]

1953

Daimler Conquest saloon, black, brown leather, heater, one owner, specimen car; £695. [C1011]

XL SERVICE STATION, Kingston Vale, S.W.15,

Kingston 8353. [C4020]

BOGNOR STATION GARAGE, 1939 Daimler 18hp

saloon, clean car; £195.—20, Longford Rd., Bognor 2102. [7869]

1956

Daimler One-o-Four saloon, one owner, 14,000 miles, H.M.V., heater, extras, outstanding throughout; £1,595. [C3052]

RIPCO, Ltd., Providence Court, North Audley St.,

W.1. Hyde Park 2652-3-4. [C3052]

AZ MOTORS offer 1947 2½-litre saloon, engine

just reconditioned; £285! Also 1950 ditto, £425.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

STRATSTONE, the leading Daimler agents for 35

years have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1. [C2108]

1954

Daimler Conquest Century, grey, red hide, one owner, original and first-class condition throughout; £775. [C4035]

EXCHANGES, deferred terms.—John S. Truscott,

Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

1952

Daimler Consort saloon, black, brown leather, heater, one change of owner, exceptional; well kept; £575 or terms.—Hillwood Motors, Mill Hill (London) 4252. [C2108]

£495

—Daimler Consort saloon, 1951, black, immaculate, radio and heater.—St. Albans Garage, Teddington, Kingston 1535, or evenings Molesey 6467. [C4034]

1950

Daimler Consort in exceptionally good condition, engine recently overhauled, bargain; £445.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0048. [C1121]

1953

Daimler Consort, maroon, one owner, maintained by manufacturers, coachwork and chassis excellent; £680.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

DAIMLER 3½-litre, Mulliner 104 sportsman saloon;

March, 1957, duo-tone silver/blue, mileage under 4,000, condition virtually as new, still covered by manufacturers guarantee. [8732]

P. J. EVANS, Ltd., Essex St., Birmingham

1956 (Oct.) Daimler 2½-litre drop head coupe, fitted H.M.V. radio and full-length tonneau cover, 7,000 miles only, one owner; £1,525. [8732]

CONVENTRY & JEFFS, Ltd., Tel. Bristol 27076.

CAMDEN MOTORS for Daimlers; 12 post-war special men cars available; Conquest Century, Conquest, Consort; special overdrive sports and DB18 saloons; also one very rare example.—[8613]

DAIMLER Barker drop head, a 4½-seater coupe

2½-litre 18hp engine, 1949 but in 1957 condition, coachwork immaculate, finished in pastel grey, rich red hide interior, all chrome work, interior and exterior fittings in "pristine" condition, excellent hood, tyres, and mechanical order; £545. [8689]

400

other cars available; write for fully descriptive priced catalogue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041; open

until 8 p.m.; terms, exchanges. [C1035]

£335.—1949 Daimler 2½-litre saloon, sun roof, instruction book, loose covers, new, nearly tubeless tyres etc., excellent condition, two owners, taxed, part exchange.—Hampstead 7871. [8689]

DAIMLER

1954 (June) Daimler Conquest Century saloon, fitted radio, 19,000 miles, as new; £895.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2597. [C3001]

1956

Daimler 4½-litre saloon, one owner, 10,000 miles only, colour black, radio, heater, etc., cost £3,400, perfect condition, guaranteed; £1,795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9164. [W1056]

DAIMLER 7-seater limousine, November 1950, body

by Freestone & Webb, 16,000 miles only, blue and black cellulose with dark blue interior, radio and heater, one private owner only; £1,465.—Tel. Hove 3307. [0511]

£1499!!!

Daimler limousine by Windover, in immaculate and as new condition, speedometer records 56,000 miles, although seven years old still looks and runs like the £1,500 car it was when new, privately licensed, irreplaceable value today. [C2053]

LAMBS OF WOOD GREEN (established 1897), 100

cars, 3 months written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2053]

DAIMLER Century, automatic transmission, available

from stock; very special lady's 104 saloon, first registered 1955, modified to date, available at special price.—Consult the specialist, Ralph Clewa, The Coventry Motor Mart, Ltd., London Rd., Coventry, Tel. 2146. [0444]

Daimler Cars Wanted

CASS'S MOTOR MART require good Daimlers.—S. Warren St., W.1. Eus. 4110-3523. [W1040]

ROADSTER 2-seater.—Chelmsford Motors, Ltd., 141,

Holland Park Ave., W.11. Park 3445-6. [W1046]

ALPE & SAUNDERS Ltd. require DE36 or 27hp.

Saloons or limousines in above average condition. (Near Selfridges). Mayfair 2941. [W1046]

A & S Ltd. The Daimler experts, are buyers of

Rowland Smith's, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX

Excellent cash price offered for good Daimler.—H. F. Edwards, 23-24, Upper High St., Epsom, Surrey, Epsom 5611. [W5001]

STRATSTONE, the Daimler experts, are buyers of

all types of low-mileage post-war Daimlers.—Stratstone, 40, Berkeley St., W.1. [C2108]

DAIMLER area dealer for a large part of War-

wickshire welcomes your enquiries re exchanges for new or used models.—The Coventry Motor Mart, Ltd., London Rd., Tel. 2146-7. [0445]

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists for Daimler and Lanchester.—Kiddminster Rd., Croydon. Tel. 5775 and 1147-8. [068/R]

DERRAM MOTORS have been Daimler and Lan-

chester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Ken. 0421. [0156/R]

ARCOT ENGINEERING, Ltd.—Complete overhauls

and engineering services Daimler cars, overhauls, gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R]

Delage Cars Wanted

DELAGE D70 pre-war models wanted.—Automo. Ltd., 229, West End Lane, N.W.6. Hampstead 2430. [W1150]

DELAHAYE

1949 Pennox drop head 3½-litre, requires minor body attention; offers invited.—Richards & Carr, Ltd., 25, Kinnerton St., S.W.1. Belgravia 63616. [C3016]

D.K.W.

fixed head saloon, completely rebuilt, the most outstanding pre-war car we have yet rebuilt, 6 months' guarantee. [C3016]

D.K.W.

cars, genuine spares; guaranteed repairs and overhauls; terms, exchanges, etc.—41a, St. Michael St., Paddington 6677. [0316/R]

DODGE

£895!!!—Right-hand drive Dodge Kingsway de

luxe saloon 1954, a 4-door 26hp luxury motor car, immaculately finished in metallic green with upholstery in pale green, with darker green trimming, bodywork and interior are without blemish, two owners and a genuine moderate mileage car, in exceptional mechanical order, fitted press-button built-in radio, full air conditioning, electric clock, twin headlights and an almost brand new set of wire wheel tyres, complete with all original tools, maker's instruction manual. [C3016]

400

other cars available; write for fully descriptive priced catalogue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041; open

until 8 p.m.; terms, exchanges. [C1035]

FIAT

ANTHONY CROOK, Fiat distributors, offer all new current model Fiats from stock and a large selection of used cars including 1955 1100 T.V. 90 mph sports saloon, regd. 1955, one owner, mile by mile history from new; £845. [C1068]

ANTHONY CROOK MOTORS, High St., Esher 4580.

GE 1955 series Fiat 1900 A 4-door 6-seater de luxe saloon, very low mileage, immaculate grey-green cellulose, chromium bright fittings, finest matching green upholstery, tailored seat covers, equipped 3-speed gear box, overdrive, radio, winding arch, heater, de-misters, fog/pass lights, screenwashers, etc., comparable to new throughout, written guarantee; 31000s; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire, Harpenden 118. [C3000]

DICKS.

1952 Fiat 500

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

CVR

C.V. RUSHMER AUTOMOBILES, the Fiat specialists—1900, 1400, 1000, 600, 500, 600 convertible, as new 7,000 miles, guaranteed; £575.
1957 600 saloon, 4,000 miles, loose covers, wing mirrors, as new, guaranteed; £585.
1955 Fiat 600 saloon, low mileage, showroom condition; £465.

C.V. RUSHMER AUTOMOBILES, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

H. C. PAUL, Ltd.

1957 Fiat 500 coupe, green, 1,000 miles only; £515.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

1956 Fiat 1100, extras; £650.

JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hove, N.S. Mountview 5228. [C4111]

J. DAVY, Ltd., Fiat and Simca distributors.

1956 Fiat 1100, 16,000 miles, superb condition, comprehensive guarantee; £655.
NEW and unregistered 1957 Fiat 1100 T.V. at substantial saving.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. [C1069]

GORDON & GLYNN, official Fiat agents, offer:—

1955 Fiat 600 saloon, green; £465.

NEW 500, 600, 1100 models available.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Square Tube.) Sloane 8326. [C2075]

MAYFAIR GARAGES, Ltd., wish their many Fiat customers a happy new year.
MAYFAIR offer not one, but a selection of most models.

MAYFAIR—4 model 1100s from £145 to £1,025. [C3009]

MAYFAIR—4 model 600s from £245 to £560.

MAYFAIR—5 model 500s from £205 to £435.

MAYFAIR—3 model 500s from £95 to £195.

MAYFAIR—One new 500, 1,000 miles only; £495.

MAYFAIR—Full list and autocar road test on request; any make exchanged.

MAYFAIR GARAGES, Ltd., Fiat Showrooms, Bishopsbridge Rd., W.2. Amb. 1061. 9-6, Sats. 9-5. [C3009]

1958 Fiat 1100 new shopsoiled, list price over £900 with extras, our price £855.
LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

FIAT 600 saloon, 1955, dark blue, 18,500 miles only, £425.—193, Station Rd., Long Eaton, Notts. Tel. 2401. [C2423]

1957 (Nov.) 1100, 500 miles, as new; £765.—101, worth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

MOST 1958 Fiat models on show, also a selection of guaranteed used Fiat models include 1956 Fiat 600, 1956 Fiat 1100, 1952 Fiat 1100.
HUXFORD & SON, Ltd., Fiat distributors, The Fairway Garage, West St., Portchester, Hants. Cosham 76770. [C2127]

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—App. Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [C0076/R]

645gns.—Fiat 1400A October 1955 saloon, duotone grey/green, radio, heater, seat covers, push-light, wing mirrors, Rimbellishers, very carefully used, terms, exchanges.—Rowland Smith, below:—

295gns.—Fiat 500C registered 1954 convertible, ohv engine, occasional rear seating, UVG hood, excellent condition, choice of 2 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1952 Fiat 1400 cabriolet, heater, radio, whitewall 12" tyres, immaculate condition, right-hand drive, an exceptional and rare car, open to any examination; £495.—K. Henry, Ltd., 63 & 65, Great Portland St., W.1. Langham 3635. [R8912]

1100 Fiat 1956, dark blue, very carefully driven and maintained by one lady owner, true 12,000 miles only, taken in part exchange for new 1100, terms, exchanges; ring Midland 2437.—Hutton Motors, Ltd., 71, Broad St., Birmingham. [C2097]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Bishopsbridge Rd., W.2. Amb. 1061. [R695/R]

1955 and later models urgently required.—35, Kinnerton Street, S.W.1. Belgrave 3711. [W3045]

ROWLAND SMITH's, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD Fiat required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

CVR C.V. Rushmer Automobiles must have good Fiat; top prices.—45c, Holland Park Mews, W.11. Park 5731. [W3061/R]

FIAT Cars Wanted
S&S MOTORS, London's largest Fiat stockists.—Pad. 6174. Service and repair workshops, fully equipped, trained mechanics.—Bay 1644. [O145/R]

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [O909/R]

PREMIER MOTORS, main London dealers and service, for Fiat spares, accessories and services, open 9 a.m. to 8 p.m. Monday to Saturdays.—295, Lewisham High St., S.E.13. Lee Green 1051. [S3063]

1955 Anglia, one owner, fawn/red interior, heater, guaranteed; £460.—Campbell Symonds, Perivale 4456. [C1037]

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—

1956 Anglia de luxe saloon, grey with two-tone upholstery, heater, excellent condition; £495; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. [C3042]

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.
PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [O099/R]

J. DAVY, Ltd., Ford dealers.

1957 Ford Anglia, one owner, heater, comprehensive guarantee; £475.
180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. [C1'69]

PERRY'S OF BOWES ROAD offer:—

1956 model (December '55) Ford Anglia de-luxe, Dorchester grey, heater, undersealed, beautiful example; £495.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11, Tel. Enterprise 4404. [C1328]

WARWICK WRIGHT, Ltd., offer:—

1957 Ford Anglia 2-door saloon, green, beige upholstery, heater, 15,000 miles; £525.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Anglias always available 'phone for our list.—Used Car Dept., Perivale 3588. [C1095]

1955 Ford Anglia, immaculate condition, heater; £460.

1949 Ford Anglia, new engine, equal to well-kept 1954 car; £255.—Kinkade Cars, Kinkade, Sydenham, S.E.26. Sydenham 6129. [C2068]

£310—1953 8hp saloon, seat covers, superb.—Robbins, East Putney. Tel. 7881. [C3010]

1957 Ford Anglia de luxe saloon, 3,000 miles only, one owner; £545.
RIPON, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [C3052]

£515 (Feb.) Ford Anglia, grey, 10,000 miles, exceptionally clean car, one owner.
PHOENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0151. [C3044]

1954 Ford Anglia, black, in immaculate condition, 24,000 miles only, a very carefully kept vehicle; £465.
D'AVIES & HILL, Ltd., 101, Bromley Common, Bromley, Kent, Tel. Ravensbourne 2634-5. [C1129]

1953 (July) Ford Anglia, green, reconditioned engine, one owner; £325.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067]

ALLAN TAYLOR MOTORS always have an excellent selection of Anglias and Prefects to choose from; full details on request.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C4104]

1956 Anglia de luxe, black, heater, radio, spot-lamps, windscreen washers; £525.—Wadley, Elain House, St. Georges Ave., Weybridge. [R816]

1955 Anglia de luxe, beige, as new; £455, h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1955 Ford Anglia, black with red interior, one owner from new; £465; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

£439—1955 Ford Anglia, fitted heater, in excellent condition; h.p. terms; immediate insurance cover.—Michael Erling, 1, The Broadway, Kingsbury, N.W.9. Colindale 7504. [R771]

1956 Ford Anglia saloon, finished in black with red interior, fitted with heater and screen-washers, this car has done very little mileage, but due to a faulty original engine has just had a works reconditioned engine fitted by us and the total mileage of this is 5,500, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. [C2001]

Ford Anglia Cars Wanted
ROWLAND SMITH's, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

A Lmost new Anglia required immediately for cash. Details, Thompson, 40, Bishopsate Rd., Luton, Beds. Riv. 4444. [R756]

FORD POPULAR

Al at Brown's.

1954 (Aug.) Ford Popular saloon, grey, blue interior, heater, trafficators, parcel tray, recon. engine, taxed year; exceptional condition; £295.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

BOON AND PORTER, Ltd.

POPULAR, green saloon, 17,300 miles, one owner; £515.—Castelnau, S.W.13 (nr. Hammer-smith Bridge). Riv. 4444. [C1022]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3588. [C1068]

POPULAR, December, 1954, one owner, black, loose covers, trafficators; £325.
WOOD & LAMBERT, Ltd., Main Ford Dealers, 49, Stamford Hill, N.16 (Sta. 5434). [C4093]

1956 (March) Ford Popular, blue, one owner, regularly serviced; £345.
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363 or 169, Fulham Rd., Chelsea. S.W.3. Knl. 4733. [R9028]

FORD POPULAR

1955 (October) Popular saloon, trafficators, parcel shelf, 22,000 miles, excellent; £310.—Robbins, East Putney, Tel. 7881. [C3010]

1955 Ford Popular saloon, with extras, in very nice condition, one owner; £305.—Reys Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. [C4117]

355gns.—Ford Popular 1957 model saloon, one careful owner, small mileage; choice of 3 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Popular Cars Wanted

ROWLAND SMITH's, the Popular buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD PREFECT

CAR MART, Ltd.,

OFFER with 6 months' guarantee.

£475.—Ford Prefect saloon, heater, reg. September 55.
CAR MART, Ltd., Upper Montagu St., W.1. Ambassador 1837. [C1039]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [O100/R]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3588. [C1096]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1955 Ford Prefect, leather upholstery, fitted heater, wing mirrors and exterior visor, duo tone colour, black and red, taxed, immaculate condition throughout; £539.

1955 Ford Prefect de luxe saloon, fitted heater and loose covers, one owner, immaculate condition throughout; £515.—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield. Howard 1631. [C4009]

1955 Ford Prefect saloon, in immaculate condition, fitted heater, twin spotlamps; £495.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C3008]

1957 Ford Prefect, grey, 3,850 miles only, as new, various extras; £625.
CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. [C2110]

1956 Ford Prefect, one owner; £525.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4973-4. [C2110]

1956 Ford Prefect de luxe, fawn, 5,000 miles, guaranteed, lady owner; £545.—Palmer Motors, Luton 1075. [R823]

1948 Ford Prefect, black; £245.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1090]

1955 Prefect saloon, extras, nominal mileage, superb; £495.—Robbins, East Putney, Tel. 7881. [C3010]

495gns.—Ford New Prefect 1956 saloon, heater, screen washers, exceptional; terms, exchanges.—Rowland Smith, below:—

245gns.—Ford Prefect 1949 export saloon, beige, very good condition; choice of two; exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ALLAN TAYLOR MOTORS always have an excellent selection of Anglias and Prefects to choose from; full details on request.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C4104]

1956 model Ford Prefect; £485; h.p. terms and exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1955 Prefect saloon, heater, one owner, guaranteed; £475.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1954 (Dec.) Ford Prefect saloon, beige, red interior, heater, in first-class condition; £480 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

1952 Ford Prefect saloon de luxe, in outstanding condition; £325.—Arnots Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [R7778]

1957 (Nov. '56) Prefect de luxe, black, heater, first-class condition throughout, one owner, 14,000 miles only; £565.—Oakthorpe Motor Co., Ltd., North Circular Rd., Palmers Green, Pal. 1023. [C3126]

1957 (May) Ford Prefect, black with red upholstery, 9,000 miles only, fitted heater, the whole car as new throughout; £550.—Harry Kitchener, Ltd., 180, Goldington Rd., Bedford. Bedford 68216. [R7671]

TANKARD & SMITH, Ltd., offer 1956 Ford Prefect de luxe, green, heater, one owner; we sold this car new and have serviced it; £555; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, London. S.W.3. Tel. Flaxman 4801. [C4025]

Ford Prefect Cars Wanted

ROWLAND SMITH's, the Prefect buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD ESCORT

J. DAVY, Ltd., Ford dealers.

1957 Ford Escort, one owner, heater, comprehensive guarantee; £530.
180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. [C1069]

1956 (June) Ford Escort estate car, finished grey, spare unused, one owner, showroom condition; £525.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363, or 169, Fulham Rd., Chelsea, S.W.3. Knl. 4733. [R9028]

1957 Ford Escort estate car, 3,000 miles; £585.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD SQUIRE

W HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—
1955 (November) Squire estate car, green, with matching upholstery, fitted with heater and de-mister, a useful type of vehicle; £545; hire purchase facilities available. (C1027)

W HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C1042)

1956 Squire, green, heater; £545.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 6841. (C2075)

WM—1958 (regd. Nov. 1957) Ford Squire, Kenilworth blue, heater; this car has only covered 1,000 miles, is of the latest type, and is indistinguishable from brand new; original cost £725; now offered at £685.—Webb Motors, Ltd. (the well-known Ford dealers), 109, Crawford St., London, W.1 (near Baker St. Station). Webb 1139. (C4049)

FORD CONSUL

W HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—
1956 Consul Mark II saloon, ivory with two-tone upholstery, heater, excellent condition; £755; hire purchase facilities available. (C1034)

W HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C1042)

A1 (Sept.) Consul saloon, Dorchester grey and red hide interior, heater, extra, taxed, beautifully kept by an extremely careful owner, 17,000 miles only, practically unmarked and as new; £550. (C1025)

W J. BROWN, Ltd., 359, Finchley Rd., N.W.3, Ham 2284. (C1025)

CAR MART, Ltd., offer:—
OFFER with 6 months' guarantee. (C1039)

£535—Ford Consul convertible, heater, reg. June, 54. (C1039)

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5434. (C1039)

OFFER—
£535—Ford Consul convertible, heater, reg. June, 54. (C1039)

EF5 Ford Consul Mark II in black with grey cloth upholstery, fitted heater, good all round condition; £695. (C2112)

EF5 MOTORS, Ltd., Kingston By-Pass, Esher, Esherbrook 3000. (C2112)

CAR MART, Ltd., offer:—
OFFER with 6 months' guarantee. (C1039)

£695—Ford Consul Mark II saloon, heater, reg. April, '56. (C1039)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

J. DAVY, Ltd., Ford dealers. (C1039)

1957 Ford Consul II, one owner, heater, comprehensive guarantee; £695. (C1039)

180—184, Kensington High St., W.8. Wes. 7181. (C1069)

PERRY'S OF BOWES ROAD offer:—
1956 Consul Mark II saloons, choice of several from £540. (C1069)

1955 Consul saloon, Bristol fawn, heater, excellent condition; £540. (C1069)

W HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.W.1, Enterprise 4404. (C1069)

DIXON'S GARAGES (PUTNEY), Ltd., offer:—
1957 Ford Consul, blue, heater, mirrors, foglamp, indistinguishable from new, 6,500 miles; £785. (C1073)

134, West Hill, S.W.15. Putney 0396. (C1073)

NAYLOR & ROOT, Ltd. (Established 1920). (C1073)

55 (March) Ford Consul, black/red upholstery, fitted heater, twin spots, w/wall tyres, immaculate; £585. (C1073)

CLAPHAM Junction, S.W.11. Battersea 2252. (C1073)

PARK MOTORS (KINGSTON), Ltd., offer:—
1955 Consul convertible, blue, heater, 22,000 miles, excellent condition; £565.—187-193, London Rd., Kingston-on-Thames, Kingston 7610. (C1073)

DISPATCH MOTORS, Ltd., Ford Distributors. (C1073)

FORD Consuls, Mk. II, choice of several, 1956-7 models from £685; all A1 guaranteed.—Southwark Bridge Rd., S.E.1. Waterloo 4959. (C1073)

DAGENHAM MOTORS, Ltd., Ford main dealers. (C1073)

A FINE selection of A1 Ford Consuls always available; phone for our list.—Used Car Dept., Perivale 3388. (C1066)

1953 Ford Consul saloon, heater very nice order, 5 months' guarantee; £450. (C1066)

C&W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1066)

1954 Consul convertible, rebored, extras; £495.—Hatch End 2341. (C1066)

1956 Ford Consul Mark II estate car, 15,000 miles, immaculate; £585. (C1066)

LSO immediate or early delivery of new Consul A estate cars.—E. D. Abbott, Ltd., Farnham, Surrey, Tel. 6282. (C1066)

1957 Ford Consul, ivory, 3,000 miles, heater, wing mirrors, one owner; £785. (C1066)

1956 Ford Consul, Warwick green, 15,000 miles, wing mirrors, heater, one owner; £755. (C1066)

BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. (C1097)

1954 Consul saloon, heater, excellent; £475.—Robbins, East Putney, Tel. 7881. (C1010)

1957 Consul, heater, 5,000 miles only, finished ivory, maroon top, one owner; £750. (C1010)

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2, Tel. 3441. (C1010)

1956 Ford Consul Mk. I, saloon, black, low mileage; £585.—Hale Motors, Tot. 7771. (C2077)

1956 Consul, fawn, radio, heater, one owner; £625.—Odeon Motors, Ltd., Bar. 1144. (C1028)

£550—1955 Ford Consul, one owner, nominal mileage, heater.—Jennings, Richmond 3368. (C1013)

FORD CONSUL

CONSUL, 1956 (November), Carlisle blue, 10,000 miles. £740. (C4098)

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. (C4098)

1954 series Consul, one owner, all extras fitted; £465.—Bowmans Garage, Weybridge 3265. (C1143)

1955 June, Ford Consul saloon, heater, wing mirrors, green, mileage 25,000, almost as new. £547/10. (C1510)

1954 Jan. Ford Consul, heater, wing mirrors, over-ride, 26,000 miles, blue, nice condition; £485.—348, Kilm. St., Hammersmith W.8. Riv. 2857. (C1510)

1956 Ford Consul, leather, heater, radio, colour green, total mileage 16,000, exceptional condition; price £625. (C1510)

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston, Kingston 3151-6. (C1510)

1954 (March) Ford Consul saloon, red hide, loose covers, armrests, recon. engine, 5,500 miles only, in spotless condition; £555. (C1510)

G Mac 3583, Or 69, Fulham Rd., Chelsea, SW3. Kni. 4733. (C1510)

1956 Ford Consul saloon, Dorset grey; £545.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1063)

1955 Ford Consul convertible, one owner, excellent condition; £545.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Speedwell 3572. (C1510)

1953 Ford Consul saloon, 2-tone blue, exceptional throughout; £475.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3846. (C1510)

1954 Consul, Dorchester grey, red leather, heater, one owner, reconditioned engine, guaranteed; at £510.—Campbell Symonds, Perivale 4456. (C1510)

1955 Consul saloon, green, heater, one owner, immaculate; £525.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (C1510)

1952 Ford Consul saloon, blue, radio, heater, 2 leather upholstery in immaculate condition; £425.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (C1510)

1956 Consul saloon, low mileage, one owner, guaranteed; £560; terms, exchanges.—Palmer, 5, Russell Garden Mews, Kensington, W.14. Park 3704 and 5988. (C1510)

1956 Consul Mk. II saloon, ivory, with heater and screen washers, one owner, excellent; £665.—Poyle Service Garage, Ltd., Colbrook, Bucks. Colbrook 2429. (C1510)

1956 Ford Consul saloon, black with red upholstery, fitted heater, heater and screen washers, 5,000 miles, guaranteed; £625.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (C1510)

1957 Consul Mk. II saloon, heater, Ace Rubber-lubers, overriders, 5,000 miles only, indistinguishable from new; £750.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C1510)

1957 Ford Consul convertible, fitted radio and power operated hood, under 10,000 miles since new; £625. Hire purchase terms and exchanges welcomed.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 1276. (C1510)

545—Ford Consul October 1955 saloon, heater, underseated, exceptional choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1954 (October) Ford Consul, in Bristol fawn, with red leather upholstery, heater, genuine mileage 16,000, one owner, guaranteed; £515.—London Cars, 592-6, Greenford Rd., Greenford, London, Wuxlow 4407. (C2057)

ROWLAND SMITH'S, the Consul buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

FORD ZEPHYR

MERCURY offer:—
£545—1954 Zephyr convertible, in excellent condition, finished in grey, electric hood, radio, heater, twin spots, Servair exhaust; terms, etc. (C1078)

MERCURY MOTORS, 824-6, Harrow Rd., Wembley, Tel. Wembley 8058. (C1078)

R HARDY & SON offer:—
1957 Ford Zephyr, grey/red upholstery, heater, 6,800 miles only, immaculate; £775.—53-55, Marylebone High St., W.1. Hunter 0842. (C1078)

MIKE HAWTHORN offers:—
1956 Ford Zephyr, Bristol fawn, red leather interior, one owner since new, heater, 22,000 miles; £575. (C1078)

THE TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. Farnham 0578 & 5363. (C1110)

GUY SALMON AUTOMOBILES offer:—
1955 Ford Zephyr saloon, leather interior, heater, 16,000 miles; £559.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

PETER BANTOCK CAR SALES, offer:—
1957 series (October, 1956) Zephyr convertible, power-operated hood, fitted with all Zodiac accessories, also turbo-dies, heater, specially fitted 75cms American self-seeking radio, internally controlled yellow leather upholstery, etc., etc., owned and maintained by an enthusiast, cost over £1,300, in immaculate condition throughout; £985.—104, High Rd., Chiswick, W.2. 725/5970. (C1014)

WARWICK WRIGHT, Ltd., offer:—
1956 Ford Zephyr Phase II saloon, green, cream and beige upholstery, heater, 10,000 miles; £825. (C1014)

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

B. J. HUNTER, Ltd., Austin agents, offer:—
1957 Ford Zephyr automatic saloon, 8,000 miles only, innumerable extras; £1,025. (C1014)

1956 Ford Zephyr saloon, in grey and blue, 12,000 miles only; £900. (C1014)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, W.2. Tel. Gladstone 6303. (C2040)

DAGENHAM MOTORS, Ltd., Ford main dealers. (C2040)

A FINE selection of A1 Ford Zephyrs always available; phone for our list.—Used Car Dept., Perivale 3388. (C1066)

FORD ZEPHYR

DISPATCH MOTORS, Ltd., Ford distributors:—
1956 Mark II Zephyr, black, heater, 15,000 miles; £675; A1 guaranteed.—Southwark Bridge Rd., S.E.1. Waterloo 4959. (C1078)

CHARLES FOLLETT, Ltd., officially appointed Ford Retailers, offer:—
1956 Ford Zephyr saloon, blue, radio, heater, one owner; 12,000 miles; 6 months' guarantee; £775. (C1078)

SHOWROOMS, 18, Berkeley St., London, W.1. Mayfair 0958. (C1078)

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1957 Ford Zephyr, two-tone finish, 8,000 miles, heater, wing mirrors, one owner; £875. (C1097)

BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. (C1097)

1955 Ford Zephyr convertible, power hood, heater and many extras, excellent condition; £625. (C1097)

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1956 Zephyr Mark II saloon, green, one doctor owner, new condition, small mileage, heater; £725. (C1078)

1957 model saloon, grey, brand new condition; one doctor owner; £735.—Mervyn Austin, Kensington 8862 or Welbeck 6655. (C1097)

1955 guaranteed Ford Zephyr convertible, electrically operating hood, heater, radio, 15,000 miles, one owner; £650. (C1097)

KENNETH J. GREEN, Motor Engineer, 166, Drummond Rd., Skegness, Tel. Skegness 523. (C1097)

1957 (September) Zephyr saloon, heater, leather, 6,000 miles, as new; £585.—Robbins, East Putney, Tel. 7881. (C1010)

1957 Ford Zephyr saloon, little used, excellent; £665 O.N.O.—Blaine, 1, Branksome Rd., Bournemouth 5136. (C1010)

1955 Ford Zephyr saloon, overdrive, heater, 2-tone grey/green, one owner; £525.—Salmons Garages, Ltd., Temple Bar 3338. (C1010)

1956 Zephyr, black, red/grey interior, small mileage, one owner, as new; £695.—Silverthorne Motors, Ltd., 1, Fitzroy Sq., W.1. Euston 7811. (C4011)

1956 Zephyr Mk. II saloon, heater, immaculate condition, one owner; £725.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C1011)

1955 Zephyr saloon, one owner, duo-colour, heater, many extras, low mileage, in perfect condition throughout; £560.—Morley, 76, Cambridge Rd., Kingston, Kingston 9885. (C1011)

1955 (Oct.) Zephyr saloon, low mileage, Winchester blue, heater, many extras, unmarked throughout, as new; £585.—Chubman Autos, Ltd., 138-142, Footing, S.W.17. Balham 3454. (C1011)

1955 Ford Zephyr convertible, heater, radio, power operated hood, in outstanding condition; £590.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0365. (C1011)

495—Ford Zephyr 1954 convertible, Winchester blue, blue leather, heater, carefully used; terms, exchanges, list; open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROWLAND SMITH'S, the Zephyr buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

FORD ZODIAC

A1 at Brown's. (W4018/R)

1956 Ford Zodiac Mark II saloon, green/ivory, all extras including overdrive, 10,000 miles only, A1 guaranteed; £825. (C1023)

W J. BROWN, Ltd., 359, Finchley Rd., N.W.3, Ham. 2284. (C1023)

1956 Ford Zodiac saloon, overdrive, really excellent condition; £595. (C1023)

NEWNAME House, 235-7-9, Hammermith Rd., London, W.8. Riverside 4646. (C1023)

J. DAVY, Ltd., Ford dealers. (C1023)

1957 Ford Zodiac II convertible, overdrive, many extras, 9,800 miles, superb condition, saving over £300. £1,150. (C1023)

180—184, Kensington High St., W.8. Wes. 7181. (C1069)

H. BEART & Co., Ltd., offer:—
1955 Ford Zodiac, fitted heater, one owner, Dorchester grey; £595.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3546. (C1061)

PERRY'S OF BOWES ROAD offer:—
1956 Zodiac Mark II, blue/tawn; £525. (C1061)

W HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.W.1, Enterprise 4404. (C1061)

GREENHILL MOTOR Co., offer:—
1957 (August) Ford Zodiac saloon, in Wells fawn and Carlisle blue, radio, heater, plus many extras, 1,400 miles only, director's car.—Marsh Rd., Pinner, Middx. Pinner 9898. (C1023)

SILVERTHORNE MOTORS, Ltd., offer:—
1958 Zodiac saloon, 400 miles only, overdrive, heater, i.h.d., blue/grey, as brand new, 12 months warranty; £930. (C1023)

1957 M.D.L. Zodiac automatic, 10,000 miles, blue/grey, one owner, as brand new; £945. (C1023)

1957 M.D.L. Zodiac automatic, 12,000 miles, ivory/green, radio, one owner, as brand new; £945. (C1023)

11, Fitzroy Square, W.1. Euston 7811. (C4011)

HENLYS offer with 4 months' guarantee:—
1956 Ford Zodiac saloon, series II, black and white with tan and cream interior; £665. (C1023)

HENLYS, Ltd., Parkway, Regatta Park, N.W.1, Gulliver 5721. (C1023)

B. J. HUNTER, Ltd., Austin agents, offer:—
1957 Ford Zodiac saloon, black with cream, 6,000 miles only; £895. (C1023)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, W.2. Tel. Gladstone 6303. (C2040)

DISPATCH MOTORS, Ltd., Ford Distributors. (C2040)

FORD Zodiac Mk. II, selection, several colours, 1956-57 models from £825; all A1 Guaranteed.—Southwark Bridge Rd., S.E.1. Waterloo 4959. (C1030)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

DAGENHAM MOTORS, Ltd. Ford main dealers.

A FINE selection of All Ford Zodiacs always available; phone for our list.—Used Car Dept., Perivale 3388. [C1066]

1955 Zodiac, 29000 miles, one owner, immaculate; £590. **CRAWLEY, 42a, South Audley St.** (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

1955 Ford Zodiac saloon, very well kept throughout, unmarked, Dorchester grey/Bristol fawn, £575.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [C2005]

1955 Zodiac, Dorset grey; £550, one owner, 23,000 miles, well maintained.—Tel. Le 7044 after 7 p.m. [8748]

1957 Ford Zodiac, black and red; £850.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. [C3038]

1956 Zodiac Mark II saloon, ivory and black, overdrive, Laystall conversion, 15,000 miles; £845.—Michael Christie Motors, Aylesbury 4727. [C1094]

1956 (November '55) Ford Zodiac, one owner, radio, heater, overdrive; £845.—Farnham Motor Co., Ltd. Downing St., Farnham. Tel. 4875-4. [C2110]

1957 Ford Zodiac Mk. II saloon, grey/blue, 2,600 miles only, A1 guaranteed; £825.—Jackson's (Basingstoke), Ltd., Main Ford Dealers, Basingstoke 1690. [C3019]

1957 Ford Zodiac saloon, one owner, supplied now by us, 12,000 miles only, fitted radio and other extras, beautiful order, 3 months' guarantee; £850.

C & W MOTORS, Ltd. Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [8928]

1956 Zodiac saloon, grey and cream, overdrive, 17,000 miles only, excellent condition; £645, exchanges, terms.—Palmer's, 3, Russell Garden Mews, Kensington W.14. Park 9704 and 5968. [C3034]

1956 Ford Zodiac saloon, Mark II, overdrive, radio, one owner, green and ivory with matching interior; £865.—Windover, Ltd., The Hyde, Hendon, Colindale 4051. [C4118]

1956 Ford Zodiac, a most immaculate car finished in black/ivory, fitted de luxe H.M.V. radio, overdrive, loose seat covers, etc., a superbly maintained car, offered at £875.—Poland Street Garage, Gerrard 9010. [8719]

AZ MOTORS offer 1954-5 Zodiac, magnificent condition, one owner blue and grey, 32,000 miles only, regularly serviced, heater, spotlights, wing mirrors as new; £540.—Palmerston Rd., N.W.6. [C1011]

1954-5 Ford Zodiac, absolutely immaculate, blue/tartan seat covers, etc., speedo reading 13,000; price £535.—Premier Motors, 295, Lewisham High St., S.E.13. Tel. Le Green 1051. [C3003]

1957 Ford Zodiac, black and ivory with interior to match, in magnificent condition throughout, whitewall tyres with town and country on rear wheels twin chrome pass lamps, heater, etc.; the whole car is like new; offered at the bargain price of 799p.

MAIDSTONE ENGINEERING Co. Smethurst St., Maidstone, Kent, 6. Maidstone 3457. [C3900]

ROWLAND SMITH'S, the Zodiac buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 5041. [W4018/R]

WANTED—Late 1957 Ford Zodiac convertible, power hood and overdrive, low mileage.—Ring Birmingham Northern 3966 9-6 of clock or write D. W. Allen, 32, Incheburn Ave., Handsworth, Birmingham. [8757]

FORD (V.8)

GE Ford Pilot de luxe, one owner, Ford maintained, black, beige leather, radio, twin loudspeakers, heater, demisters, built-in jacks, fog light, cigar lighter, reconditioned engine, shock absorbers, suspension, tyres, battery, etc., as original throughout, like new, written guarantee; 286gns; hire purchase, exchanges; also choice 2 other Pilots.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire, Harpenden 118. [C2000]

1951 Pilot, radio, heater, excellent condition; £285.—Hendon Way Motors, Ltd., 394-5, Hendon Way, N.W.4. Hen. 8011. [C3063]

1949 Pilot saloon, radio, heater, 40,000 miles; £235.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1951 Pilot, heater, radio, outstanding car; £260; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

£240—Ford Pilot estate car, 1948, beautifully designed and constructed; terms, exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey (2589), Surrey. [C4069]

295gns—Ford V8 Pilot 1950 saloon, leather, heater, unmarked, terms, exchanges; list open 9 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford V.8 Cars Wanted **ROWLAND SMITH'S**, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD CUSTOMS

L. MANDUCA, Ltd. offer:—

1950 Ford Customs, left-hand drive, radio, heater, overdrive, one owner and in excellent condition; £425.—Paddington 9196, 56, Lancaster Mews, London, W.2. [C3112]

1957 Ford Customs 300, r.h.d. Fordomatic 4-door saloon, black/grey interior, radio, 250 miles only, as new; £1,785.—English, Ltd., Langley Rd., Branksome, Bournemouth 5850. [8937]

AMERICAN FORD

1955 Ford Customline, right hand drive, radio and heater, immaculate; terms, exchanges; list open 9 weekdays and Saturdays.—Rowland Smith, Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

AMERICAN FORD

BROOKLANDS OF BOND STREET.

LONDON West-End authorised dealer.

IN stock for immediate delivery.

NEW Ford V8 Fairlane 500 town sedan, r.h.d., Fordomatic drive, radio.

NEW Ford V8 Thunderbird special sports hardtop and convertible, Fordomatic drive, radio.

1956 Ford V8 Fairlane Sunliner convertible, power top and steering, radio, 10,000 miles.

1957 Ford Thunderbird special sports car, 6,000 miles; £2,450.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

Ford Thunderbird Cars Wanted **ADVERTISER** wishes to buy a Ford Thunderbird, preferably 1957 model; has £25140 to exchange or will buy for cash.—157, Hoyalake Rd., Moreton, Wirral, Cheshire. [8807]

Ford Miscellaneous Cars Wanted **MARSTON MOTOR Co., Ltd.** for your Ford.—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. [0179/R]

XXX Excellent cash price offered for good Ford.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Ford Spares and Service **NORMAND, Ltd.**

FIRST-CLASS mechanics and highly efficient supervision produce the best results

NORMAND, Ltd. 405-9, King St., W.6. Riv. 3665. [0231]

ALLAN TAYLOR (MOTORS), Ltd. High St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 722 (5 lines).

FRANK G. GATES, Ltd. High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0095/R]

FRAZER NASH **MILLE Miglia 1950**, absolutely immaculate; £1,175.—Tel. Clacton-on-Sea 4624, evenings St. 465. [8569]

FRAZER NASH-B.M.W. **B.M.W.-FRAZER NASH** 326 model, finished in blue, in immaculate condition throughout; £225; terms, exchanges can be arranged.—Tel. for appointment Wexlow 5028 or Byron 5841. [C3109]

J. H. BARTLETT—Fraser Nash, 140mph, 1957 (Aug.), actual show model, mileage approx 900, specially tuned V8 B.M.W. engine, fully streamlined 2-seater coupe body of most attractive appearance; £2,250.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013]

Fraser Nash-B.M.W. Cars Wanted **ROWLAND SMITH'S**, the Fraser Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOGOMOBIL **J. DAVY, Ltd.** offer:—

1957 Googomobil T300, 5,000 miles, very good condition; £365.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. [C1069]

CONNAUGHT ENGINEERING offer:—

EARLY 1957 Googomobil saloon, low mileage, choice of two.

LATE 1957 Googomobil saloon, low mileage, extras; £470.

1957 Googomobil coupe, l.h.d., good condition, choice of two.—Portsmouth Rd., Send, Tel. Ripley 3122. [C1132]

GOOGOMOBIL saloon, Oct. 1956, mileage 6,291, perfect condition; £350.—Bengry Bros., Ltd., Burgess St., Leominster, Herts. 2546. [8859]

B. CONNOR STATION GARAGE—1957 Googomobil saloon, mileage 1,075; bargain £385.—20, Longford Rd., Bognor 2102. [7870]

1957 Googomobil coupe with electric pre-selector (rear box, door, second only of these beautiful little coupes to be offered secondhand, finished ivory and dark grey duo-tone with black and white interior, white wall tyres, fitted heater, wheel discs, mirrors, etc., cost nearly £650 new and is now offered with very low mileage at £550.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Tel. Ripley 3122. [C1132/1]

HEALEY

HEALEY 2.4 Westland super sports 4-seater, mint condition, in grey and black, vinyl hood, superb car in every way; £419.

HEALEY 2.4 super sports 4-seater, 1947, first class, in duo grey, heater, vinyl hood, similar to the Healey above but 3 years less young; £339.

CHESBARS, Ltd. 158, High Rd., E. Finchley, London, N.2. [C1125]

HEALEY Elliott de luxe Sportsman saloon, light blue with red hide, tuned twin carburettor engine giving 105bhp. Porsche-type front suspension, very smart and economical example; £349; part exchange, easy payments.—Great Yarmouth Coachworks Ltd., Tel. 5835. [8679]

Healey Cars Wanted **RICHARDS & CARR, Ltd.** generous Healey buyers.—35, Kinnerton St., S.W.1. Belgravia 3711.

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

GOOD Healey required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

HEINKEL

COMERFORDS for Heinkel, immediate delivery, other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; see displayed advertisement, page 34; terms.—Comerfords, Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Embrook 5331 (6 lines). [0905/R]

HILLMAN

ROOTS

R HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R]

W. HAROLD PERRY, Ltd. 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 (November) Hillman Gay Look saloon, green/grey, heater, loose covers, moderate mileage; £575; hire purchase facilities available.

W. HAROLD PERRY, Ltd. 1108-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. [C3042]

L.E.C Hillman convertible, two owners, accurate 34,000 miles, black, red and much cared for throughout; £455; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [C1086]

BENTALLS, Ltd.

1957 Hillman Minx Series II special saloon, grey, red upholstery, heater, works mileage, un-used; £786.—Kingston-on-Thames. Kingston 1001. [C1093]

R. HARDY & SON offer:—

1957 Hillman Minx Series II de luxe, duo-grey, works mileage only; £775.—52-55, Marylebone High St., W.1. Hunter 0942. [8778]

L. F. DOVE, Ltd. offer:—

1956 Hillman Californian hard-top, heater, whitewall tyres, 9,000 miles; £675.

1955 Minx saloon, low mileage; £545.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.9. Tel. Liberty 850. [C1077]

L. MANDUCA, Ltd. offer:—

1952 Hillman Minx convertible, one owner; £365.—don, W.2. Paddington 9196, 56, Lancaster Mews, London, W.2. [C3112]

H. A. SAUNDERS, Ltd. offer:—

1956 Hillman Minx de luxe saloon, black, red upholstery, recorded mileage 4,245, heater; £695.

H. A. SAUNDERS, Ltd. 836-842, High Rd., North Finchley, N.12. Hillside 5272 (3 lines). [C4092]

H. BEART & Co., Ltd. offer:—

1956 (September) Hillman Minx Series I de-luxe saloon, duo colour, red upholstery, one owner; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081]

PHENIX for new and used Hillmans.

£860—1957 (Apr.) Hillman Minx series I convertible, grey/red interior, radio and other extras costing over £100, 5,000 miles only, and as brand new throughout.

1956 Hillman Minx series I saloons, choice of colours, up to 14,000 miles; from £685.

£525—1956 (May) Hillman Mark VIII Special saloon, grey, red upholstery, 32,000 miles.

THE above are selected from a very wide range of good used Hillmans of all models.

PHENIX MOTOR Co. (SURREY), Ltd. Phenix House, High St., Sutton, Surrey, Vigilant 0161. [C3044]

WARWICK WRIGHT, Ltd. offer:—

1956 Hillman Minx series I convertible, grey, red upholstery, radio and heater, 7,000 miles, £775; 1957 models available in black or green, similar mileage.

1955 (1956 series) Hillman Minx Mark VIIIA saloon, grey and blue, red upholstery, heater, 15,000 miles; £595.

1956 Hillman Californian, red and cream, red and beige upholstery, radio and heater, 11,000 miles, £685; another, in grey and green, similar mileage.

1957 Hillman series I Estate car, grey, red upholstery, heater, 7,000 miles; £695.

1954 Hillman Mark VII estate car, beige, radio and heater, 26,000 miles; £550.

1956 Hillman Minx convertible, black, beige upholstery, heater, 14,000 miles; £650.

1957 Hillman Minx series I saloon, grey and blue, blue upholstery, radio and heater, 6,000 miles, £735; '56-'57 models in different colours available, all low mileages.

1956 Hillman Californian, green, heater, 8,000 miles, £745; another in red and cream, low mileage.

WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. [C4045]

DIXON'S GARAGES (PUTNEY), Ltd.

1953 Hillman Minx Anniversary model, fitted heater, undersole, many extras, carefully used.—134, West Hill, S.W.15. Putney 0396. [C1075]

HENDON CENTRAL GARAGE, Ltd. offer:—

SERIES I Minx convertible, works mileage only; £130 below list.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2030]

1955 model Hillman Minx Mk. VIII, black, heater; £525.

BRENT CROSS GARAGE, Hendon Way, Hendon N.W.4. Spe. 1196. [C1097]

1958 Hillman Special saloon, heater, 1,800 miles only; £725.

1958 Hillman Minx de luxe saloon, 4,000 miles only; £775.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1955 (July) Hillman de luxe saloon, blue, taxed, one owner, 26,000 miles; £525.

1955 de luxe saloon, 16,000 miles only, one owner, heater, loose covers, taxed; £555.

SERIES I 1956 saloon, blue, heater, taxed; £640.

MARK VIII Jan. 1956 saloon, grey/blue, heater, 15,000 miles, taxed; £595.

1954 Hillman saloon, black, one owner, taxed; £461.

COUPE, 1952 Mk. V, Rimblishers, heater, engine reconditioned, 7,000 miles; £40; £365.

R. S. MEAD (SALES), Ltd. 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

1953 Hillman Minx Anniversary saloon, heater, excellent condition; £425.
SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1956 Hillman Minx de luxe saloon, heater, etc., very good condition; £375.
HERBERT & MITCHELL, 75, Gt. Portland St., W.1. Langham 3506-7. (C2036)

1956 Hillman Minx saloon, two-colour scheme, heater; £265.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4095)

1957 (May) Minx series I saloon, searrest gear, pearl grey, one owner, 7,000; £725.
THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. (C1116)

1957 Hillman Minx series I, grey/antelope, heater, low mileage; £725. Godfrey Davis, Ltd., Nessenden Lane, N.W.10. Gladstone 6474. (C1210)

1956 Minx saloon, heater, one owner, excellent condition throughout; £550.—Wickhams, 18, Balham Hill, S.W.12. Battersea 5280. (C1784)

1954 Hillman Californian, one owner, heater, black and magnolia; £495.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. (C1153/1)

1955 Hillman Minx Mark VIII de luxe saloon, one owner, maroon; £575.—Northwood Hills Motor Co., Northwood 3271. (C1329/1)

1953 (July) Minx convertible, one owner, very low mileage, radio and heater; £460.—Morley, 76, Cambridge Rd., Kingston, Kingston 8865. (C3016)

1957 Series Hillman Minx de luxe saloon, pale blue and grey, almost new condition; £735.—Northwood Hills Motor Co., Northwood 3271. (C1529)

1955 Hillman Minx Mark VIII saloon, grey/red, one owner, heater; £530.—Salmons Garage, Ltd., Temple Bar 3358. (C4029)

1954 (March) Hillman Minx saloon de luxe, blue, one owner; £470.—Vandervell Bros., Ltd., 215, Harverley Hill, N.W.5. S.W.1. (C4067)

1955 Hillman convertible, unmatched for condition; £560.—Smith & Hunter, 376, Kensington High St., W.14. Western 5312. (C4016)

£745 Series I Minx convertible, fitted extras costing over £100, spotless condition throughout.
LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

1956 Hillman Minx de luxe saloon, beige, heater, 13,000 miles only; £595.—Eale Motors, Ltd., 7771. (C2077)

£365—Hillman Minx, one titled owner since new, 1949, in exceptional condition; terms, exchanges.
P. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8968. (C4084)

HILLMAN Minx series I, 1956, r. & h.; £675.—Davies Car Centre, 23-24, Horn Lane, Acton, W.3. (C1120)

1952 Hillman Minx convertible, green/beige interior, in 100% condition throughout, guaranteed 1 month; £410.—Vandervell Bros., Ltd., Littlewood Garage, Littlewood Rd., Maidenhead. (C1107)

1956 Hillman Minx heater; £685.—Arling Motors, Ltd., 46-50, London Rd., Romford, Essex. Tel. Romford 62206. (C1130)

1955 (Oct.) Hillman coupe, black and beige, heater, w/washers, undersealed, one owner, perfect throughout; £565.
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Kni. 5735. (C1928)

1954 Mk. VII Minx de luxe saloon, 3 owners; £520.—Oford & Son, Ltd., 67, George St., W.1. Welbeck 6899. (C1915)

HILLMAN Minx, one owner, 19,000 miles, more than £100 of extras; £635.—Metropolis Garages, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 9071. (C1855)

1954 Hillman Californian saloon, one owner, low mileage, grey with blue interior; £575.—Windover, Ltd., The Hyde, Hendon. Colindale 4051. (C4118)

1957 (September) Minx coupe, Searrest gear, 2,000 miles only, undersealed, as brand new; £795.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. (C1153)

1955 Hillman Minx, September 1956 series I de luxe saloon grey, heater, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, Below. (C1916)

1955 Hillman Husky, October 1955 estate car, green/grey, fold-flush rear seating, one owner, excellent condition; choice of two; terms, exchanges.—Rowland Smith, Below. (C1916)

1955 Hillman Minx December 1952 Phase V convertible, heater, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays; Rowland Smith, Hampstead (Hampstead Tube). (C4019)

1957 Hillman Minx Series I de luxe saloon, pearl grey/searrest green, as new; £725.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1085)

1957 (Sept.) Hillman Minx Jubilee saloon, under 1,000 miles; also 1957 convertible, 2,000 miles; exchanges, etc.—Wessers Motors, Ltd., Andover, Hants. Tel. Andover 2326. (C4087)

MICHAEL CHRISTIE MOTORS for the beautiful Magic Minx, twin carb. 61 bhp engine, Laycock overdrive on third and top, centre gear lever and restyled coachwork; send for "Autocar" road test.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727. (C4087)

1955 model Hillman Minx de luxe, registered November 1954, heater, wing mirrors, black, red interior low mileage, extremely genuine car; £565; written guarantee, terms, exchanges.—H. P. Edwards, 26-34, Upper High St., Epsom. Tel. 5611. (C2001)

HILLMAN HUSKY

WARWICK WRIGHT, Ltd., offer:—
1957 Hillman Husky Double Duty, fawn and cream, red upholstery, heater, 6,000 miles; £595.—Wood Rd., London, N.W.8. Cunninghamham 6050. (C4045)

1955 Hillman Husky, heater, other extras, one owner; accept £425.—Box 3472. (B667)

HILLMAN HUSKY

1956 Huskys, choice of 3, heaters, in nice condition; £465.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. (C1153)

1955 (November) Husky, one owner; £445, h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6686. (C3106)

1955 Hillman Husky estate, heater, immaculate, guaranteed; £430; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4076)

Hillman Cars Wanted
ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

XXX Excellent cash price offered for good Hillman.—H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. (W2003)

Hillman Spares and Service
NORMAND, Ltd.,
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0230)

PLENTY of spares and reconditioned units for all models, 1934-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service.
R. J. GRIMES, Ltd., Hadleigh Garage, Marigat Lane, Coulsdon, Surrey. Tel. Oplands 3637 and 3528. (0378/R)

MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humbers and Sunbeams—Talbot spares and all accessories.—Wim. 5155. (0003/R)

H.R.G. Cars Wanted
ROWLAND SMITH'S the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

HUDSON
HUDSON Rambler super saloon, Farina body, 2-tone, 6-cyl., 25 mpg, no oil, overdrive, fog lamp, heater, radio, low mileage, '56-60, reg. 3/4/56, company director's car, taking old new car; £1,075.—Mandileu, Little Gaysnes Lane, Upminster, Essex. Upm. 5362. (C4028)

HUDSON Jet Liner 4-door saloon, registered 1955, 61 bhp 6-cylinder, very low mileage, dual Hydramatic, radio, heater, special twin carbs, and many extra fittings.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4854-9. (C4028)

Hudson Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors Ltd. (0065/R)

HUMBER

R
ROOTES
HAVE available a range of Humber cars of very low price.
DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. (0106/R)

DICKS
1950 Humber Super Snipe saloon, much above average condition; £350.
DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. (C1072)

JACK SMITH offers:—
1957 model Humber Hawk, black/red interior, fitted heater, 15,000 miles only, whole car indistinguishable from new; £215.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0661. (C4082)

SCOTT CARS offer:—
1955 Super Snipe, heater, H.M.V. radio, in exceptionally good condition throughout; £665.
1952 Humber Super Snipe, one owner, heater, outstanding condition; £375. radio.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

TOM GARNER, Ltd., offer:—
1956 Humber Super Snipe Mk. IVB Borg Warner saloon (automatic), black, 3,000 miles only; £1,325.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9205-6-7. (C2020)

J. DAVY, Ltd., Rootes agents.
1957 Humber Hawk estate, 6,000 miles, superb condition, comprehensive guarantee, saving over £200; £1,095.
180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. (C1069)

H. A. SAUNDERS, Ltd., offer:—
1956 Humber Hawk saloon, black, red upholstery, recorded mileage 20,363, heater; £775.
1956 Humber Hawk saloon, grey, red upholstery, recorded mileage 16,656, radio, heater, etc.; £795. (C4087)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). (C4092)

GREENHILL MOTOR CO. offer:—
1956 (August) Humber Super Snipe de-luxe, in duo-blue, automatic box, de-luxe radio, heater, screen-wash, 8,000 miles only, completely unmarked and as new; £1,100.—Marsh Rd., Pinner, Middx. Pinner 9888. (C2185)

WARWICK WRIGHT, Ltd., offer:—
1955 Humber Super Snipe saloon, black, red upholstery, heater, 20,000 miles; £775.
1956 Humber Super Snipe saloon (automatic drive), 2-tone grey, red upholstery, bucket seats, radio and heater, 12,000 miles; £1,195.
1956 Humber Hawk de luxe saloon, black, red upholstery, heater, 13,000 miles; £850.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. (C4045)

HUMBER Pullman '36 (Nov.) Limousine, good tyres, excellent condition; £50.—Rel. 5442. (B769)

HUMBER

CHARLES POLLETT, Ltd., offers:—
1955 Humber Hawk Mk. VI saloon, grey, one owner, heater genuine 10,000 miles only, 6 months guarantee; £735.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266. (C2010)

SERVICE: Works and Stores, Barnsdale Yard off Ekin Ave., W.3. Cunninghamham 5936. (C2010)

1953 Humber Hawk saloon; £495.

1954 Humber Super Snipe; £485.

MONTEIRO MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst Hill 1171-12. (C3068)

1951 Humber Super Snipe grey; £375.

JACK ALPER, Ltd., 229, Chammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2043)

HENLYS offer with 4 months' guarantee:—
1956 Humber Hawk de luxe saloon, overdrive, heater, one owner, grey with red interior; £845.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (1881)

A & S
Lima Humber Pullman and Imperial Seven passenger cars. See under Limousines.
LPE & SAUNDERS, Ltd. (Limousines Purchased), A Providence Court, North Audley Street. (Near Selfridges), Mayfair. (C1006)

PULLMAN Limousines.—See our selection under Limousines.
JACK ALPER, 50, Marylebone High St., W.1. Welbeck 1124. (0003/R)

£540/11—1954 Mark V Humber Hawk saloon, radio, heater.—Jennings, Richmond 3568. (C3103)

HEARER, brochures available deck or bearer, on the chassis, inspection invited.
LPE AND SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Key Gardens, Richmond 1161. (May)

1954 Humber Hawk, finished in grey, red interior, heater, extremely nice car; £525.
ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., W.2. Ambassador 6266. (C2033)

1955 Humber Super Snipe saloon, black, heater, undersealed, 17,000 miles, superb; £650.—Perivale 5401. (B853)

AUGUST 55 Mark VI Hawk, grey, overdrive, heater, radio, windscreen washer, etc., nominal mileage, one owner; £735.—Essex 2255. (C4086)

1953 (Sept.) Humber Hawk, metallic grey/maroon, fitted H.M.V. radio, heater, etc.; £455.—Poland Street Garage, Gerrard St., London, W.1. (B724)

1953 Humber Hawk Mark V, black/red, smart; £530.—Northwood Hills Motor Co., Northwood 3271. (C1529)

1951 (September) Hawk saloon, radio, heater, 5000 lamp, excellent; £385.—Robbins, East Putney, Tel. 7681. (C3010)

1956 Humber Super Snipe, overdrive, heater, radio, 17,000 miles, duo grey, unblemished; £895.—Imperial Motors, Exmouth 5045. (B573)

CAMDEN MOTORS for Humber Pullman Limousines under Limousines, 26 models available. See selection under Limousines. (C1085)

£260—1950 Super Snipe ex titled ownership, terms, exchanges.—Searle Ltd., 14, Bridge Rd., Chertsey (2389), Surrey. (C4069)

1954 Humber, in excellent condition, chauffeur maintained; £485.—Castle Street Motors, 5, St. John's Rd., Hove 70566. (B932)

CAMDEN MOTORS—Selection from our stock of 12 C post-war saloons; for Humber Limousines, see under limousine section.

HUMBER Super Snipe Mark III saloon 1953, immaculately finished in brown with red leather interior, radio, heater, rimblenders, one private owner only, superb condition; £395.

HUMBER Hawk saloon 1954 Mark IV, black, red interior, one owner, heater, radio, whitewalls, recent top overhaul; £525.

HUMBER Hawk saloon 1952, 4,500 miles since reconditioned engine fitted last July, heater, washers, Kar-robe loose covers; £445.

HUMBER Hawk saloon 1957, six months old and the latest production model, carefully run in, as new throughout; £1,225. Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges.—(C1085)

1957 Humber Hawk, new model, Corinth blue, Windsor blue, chauffeur kept, small mileage; £1,125.—Angus Garage, Dundee 4131. (B674)

HUMBER Super Snipe, late 1955, immaculate condition, H.M.V. twin speaker radio, heater, etc.; £795.—113, Wembley Rd., Bridgwater, Somerset. (B694)

1957 Humber Hawk saloon, latest type, overdrive, 5,000 miles; £1,275; cost £1,400; exchanges, etc.—Wessers Motors, Ltd., Andover, Hants. Tel. Andover 2326. (C4087)

1957 (April) Humber Hawk, dual green, 7,000 miles, radio, overdrive, serviced by us, as new; £875.—O. E. Harper, Ltd., London Rd., Stevenage, Tel. 700. (B949)

1952 Humber Super Snipe, 4-door saloon, finished in black with beige leather upholstery, fitted with H.M.V. radio, heater, good tyres all round, in very nice condition; £465.

KING'S MOTORS (OXFORD), Ltd., New Rd., Oxford 4458/9. (B890)

AZ MOTORS offer 1951 Super Snipe, really outstanding condition, recent Ambassadors car, unquestionable value; £375.—Palmerston Rd., N.W.8. Mal. 4723. (C1011)

1954 Humber Hawk, one owner, overdrive, radio, heater, low mileage, bronze, red leather, exceptional; £675.—Salmons Garages, Ltd., Temple Bar 3358. (C4029)

425ms.—Humber Hawk December 1953, Mark V saloon, golden sand red leather, heater, excellent condition; terms, exchanges.—Rowland Smith, Below. (C1916)

245ms.—Humber Hawk 1948 Mk. II saloon, black, sliding head, heater, steering column gear change, screen washer, excellent condition; choice of six; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950-51 Humber Hawk saloon, black/beige, leather interior, heater, above average; £1,350.
R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.8. Renown 4492/6647. (C1128)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HUMBER**
HUMBER (July 1952) Super Snipe, black, fawn leather, above average condition; £350.—Alpe & Saunders, Providence Court, North Audley St., W.1. Mayfair 2941. [C1006]
1954 Humber Super Snipe, radio, heater, washers, new tyres, one owner, carefully maintained; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]
AUTOMATIC Super Snipe, 1956, push button radio, automatic antennae, seat covers, grey and blue, windscreen washers, spare unused; £1,045.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]
NOVEMBER 1952 Humber Pullman Mk. III, black, heater, radio, loose covers front, fawn cloth rear, immaculate condition, privately owned; £1,100.—Write Pictoria, Petersfield, Hants, or Tel. Petersfield 683. [C1067]
WM—1952 Humber Super Snipe, black, heater; this car is probably the best of its type available to-day; £395.—Weibcock Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]
1956 Humber Hawk saloon, overdrive, one owner, regularly maintained in perfect and immaculate condition, guaranteed; £745.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]
1955 (series) Humber Super Snipe, Mayfair grey, red hide, H.M.V. radio, heater, rimblashers, twin spotlights, screenwashers, exterior mirrors, absolutely superb condition; £585.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502 Evenings 41950. [C1050]
7000 miles only, Humber Super Snipe with overdrive, in maroon, guaranteed stored many months and in unmarked condition, a genuine car for the connoisseur; accept £945.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 9677, also Burgh Heath 2376. [C3056]
Humber Cars Wanted
ALPE & SAUNDERS, Ltd. require Limousines or Imperials in above average condition.
A&S Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1006]
XXX Excellent cash price offered for good Humber.
H. F. Edwards, 154 Great Thistle Street, London, W.1. Langham 0012. [W2003]
ROWLAND SMITH'S the Humber buyers' highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W3012]
GOOD Humber required immediately.—G. Edwards, G. Amembury Lane, Harpenden, Herts. Harpenden 118. [W2000]
Humber Spares and Service
THE Humber specialists for all spares.—See "Parts & Accessories" H445b.
THE Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [C398/R]
ISETTA
CONNAUGHT ENGINEERING offer:—
1957 Isetta, L.H.d., excellent condition; £320.—Portsmouth Rd., Send. Tel. Ripley 3122. [C1132]
TWO STOKES, Ltd., The Specialists, offer choice of two including:—
1957 finished grey, under 3,000 miles, really beautiful condition, guaranteed; £399. [C1132]
CHURCH Rd., Stanmore, Middx. Tel. Grimsdyke 1166/67.
1958 model, works mileage, as new; £360; terms, exchanges.—Richards & Carr, Ltd., 35, Kington St., S.W.1. Belgrave 3711. [C3045]
V&F MONACO MOTORS, official B.M.W. Isetta retailers, immediate delivery, information, demonstrations.—Showrooms: 365, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. Service: 6, Astwood Mews, Courthold Rd., S.W.7 (near Gloucester Rd. Station). Tel. Frenchie 1414. [C066/R]
JAGUAR XK120, 140 & 150
GE
1954 Jaguar XK120 2-seater drop head coupe, total recorded mileage 27,000, immaculate coachwork and leather, equipped: C-type modifications, Michelin X tyres, H.M.V. radio, heater, demisters, screenwashers, chromium luggage grid, chromium rimblashers, wing mirrors, fog/pass lights, superb example comparable to new, written guarantee; £2,500.—Purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire. Harpenden 118. [C2000]
H. C. PAUL, Ltd.
1954 Jaguar XK120 convertible, black/red, 14,000 miles, spare unused, radio and many extras; £895.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]
MERCURY offer:—
£745—Jaguar XK120 drop head coupe, 1953-4, in excellent condition, in B.R.G., fitted C-type head with racing 8.0 carburetors, wire wheels, Michelin X tyres, heater, luggage rack, extremely fast; terms and exchanges.—Mercury Motors, 824, Harrow Rd., Wembley 6058. [C8865]
JACK SMITH offers:—
1955 XK140 hard top, battleshield grey/red, fitted overdrive, nominal mileage, outstanding condition; £1,025.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0661. [C4082]
MIKE HAWTHORN offers:—
1954 XK120 S.E. drop head coupe, one owner only, green with green interior, low mileage, probably the best example in the country; £825.
THE TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. Farnham 4975 and 5363. [C4110]
SAUL & SLATTER, Ltd., offer:—
1956 Jaguar XK140 fixed head coupe, special equipment model, finished in pearl grey with red upholstery, overdrive, 8,000 miles only, one owner, Bosch radio, many extras, exceptional condition; £1,345. [C4122]
1956 Jaguar XK140 fixed head coupe, battleshield grey/red, many extras, 6,000 miles only; £1,285. [C4122]
SAUL & SLATTER, Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]
1955 Jaguar XK140 hard top coupe, grey; £1,275.—Odeon Motors, Ltd., Bar. 1144. [C3028]
- JAGUAR XK120, 140 & 150**
ERIC WILLIAMS Ltd., offer:—
1957 Jaguar XK150 special equipment fixed head coupe with overdrive, colour green, under 500 miles; £2,000.
PIERPONT ST., Worcester. Tel. 5786. [C8663]
IMPERIAL MOTOR MART offer:—
1956 Model XK140 fixed head coupe, fitted C-type head, overdrive, radio, wire wheels, twin exhaust, etc., one owner, low mileage; £1,145.
IMPERIAL MOTOR MART, Jaguar Distributors for Gloucestershire, Royal Crescent, Cheltenham. Tel. 2065-6. [C8692]
GUY SALMON AUTOMOBILES offer:—
1956 Jaguar XK140 hard top coupe, radio, overdrive, 12,000 miles, one owner; £1,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]
CHIPPSTEAD MOTORS, Ltd., official Jaguar Dealers offer:—
XK140 (May, 1956) drop head coupe, white etc., recorded mileage 9,000 only.
1954 drop head, grey and red, new, low mileage.
1954 s/e hard top, B.R.G., radio, etc.
ALL cars have been fully serviced in our workshops and are covered by our three months guarantee.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]
CHARLES FOLLETT, Ltd., officially appointed Jaguar retailers, offer:—
1955 Jaguar XK140 drop head coupe, grey, one owner, radio, genuine 14,000 miles, modified wheel covers, sold new and maintained by us, 6 months' guarantee; £1,125.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE, Works and Stores Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5956. [C2010]
1952 Jaguar XK120, C-type engine, chrome wire wheels, excellent condition; £635.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981. [C4036]
DUNCAN HAMILTON & Co., Jaguar specialists offer:—
1956 series XK140 d.h.c., ivory, radio, wire wheels, twin exhaust, spotlights, etc.; £1,195.
33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]
1956 Jaguar XK140 fixed head coupe, stone grey, radio, heater, overdrive, 8,000 miles.
1955 XK140 drop head coupe, British racing green, standard equipment, 14,000 miles.
1955 Jaguar XK140 special equipment drop head coupe, ivory with pale blue upholstery, one owner, 24,000 miles.
1954 XK120 fixed head coupe, grey with red, standard equipment, 30,000 miles.
FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 6604. [C2131]
1955 (May) Jaguar XK140 drop head coupe, white with red interior, H.M.V. radio; £1,040.
M. HUGHES, Ltd., 19, The Highway, Beaconsfield, Tel. Beaconsfield 644. [C8870]
XK120 Roadster, 1951, black, fitted many extras, exceptional condition throughout; £569.—Val. 4674. [T9025]
XK150 overdrive, special equipment, 270 miles only.—Kingsway Motors, Hoyaake. [C6746]
1954 series drop head coupe XK120 with overdrive, chromium-plated wire wheels, heater, screen washers; £795.
S. MEAD (SALISS), Ltd., 43, Queen St., Malden, R. head, Tel. Maldenhead 3431-2. [C3011]
XK120 drop head coupe 1954, special series chassis, ex-works, high compression engine 1954 model, fine mileage, never overdriven.
L. AMES OF WOOD GREEN, The Elmsfield 1897/100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C3052]
1956 Jaguar XK140 fixed head coupe, one owner, black/blauit, low mileage; £1,295.—Windover, Ltd., The Hyde, Hendon, Colindale 4031. [C4118]
1953 Jaguar XK120 roadster, radio, heater, etc.; £645; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]
1956 Jaguar XK140, 15,000 miles, overdrive, Michelin X, faultless condition; £1,175; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [C8543]
1955 Jaguar XK140 d.h.c. overdrive, radio, heater and many more extras, in excellent condition; £1,145.—Rodney Howard & Co., Ltd., 16, Albemarle St., W.1. Hyde 7166. [C8942]
XK120 drop head coupe (October '53) special equipment, radio and heater; £745.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]
1956 model XK140 hard top, low mileage, one owner, turbo diesel, twin exhausts, as new; £1,195.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]
1954 (November '53) Jaguar XK120 convertible coupe, Westminster green, radio, heater, high axle ratio, fog lamps, screen washers, Michelin X tyres, low mileage, exceptional condition; £845.—Plough Corner Garage, Byfleet 22. [C1148]
1956 registered, white Jaguar XK140 roadster, just close ratio gear box, racing clutch, Minix linings, lightweight woom steering wheel, etc., suspension overhauled total cost £395, spotless red leather upholstery, full tonneau cover, 3 spotlights, badge bar, twin mirrors, not yet run in, 75 miles only since return from works; £1,250; h.p. arranged.—Jack Kendall, 203, High St., Harlesden, N.W.10. Eiga 3275. [C3121]
Jaguar XK120, 140 & 150 Cars Wanted
DUNCAN HAMILTON & Co. urgently require late XK120 Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]
- JAGUAR Mark VII & VIII**
LEC (December) Mark VII, 2 owners, authentic 32,000, fitted M-type torsion bars and wheel spats, Michelin X and radio, spotless dark green with suede green interior; £685; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 6464/6974. [C1086]
MIKE HAWTHORN offers:—
1954 H.M.V. Radiomobile, spare unused, car stored for 2 years; an exceptional bargain; £775.
THE TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. Farnham 4975 and 5363. [C4110]
DUNCAN HAMILTON & Co. offer:—
1954 model Mark VII saloon B.R.G., green interior, radio, Ace Rimblashers, mascot etc., without doubt one of the finest chauffeur kept examples we have yet offered; £695.
33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]
SWANMORE GARAGE, Ltd., offer:—
1954 (late) Mark VII, 50,000 miles, 2-tone grey, beautifully conditioned; £775.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43544. [C4024]
WEYBRIDGE AUTOMOBILES offer:—
1956 Jaguar Mk. VII saloon, dual black/green with green interior, automatic transmission, fitted radio, one owner, 17,000 miles, superb condition throughout; £1,395.
WEYBRIDGE AUTOMOBILES, Ltd., Weybridge [C4094]
HENLY offer with 4 months' guarantee:—
1956 Jaguar Mark VII saloon, Borg Warner, one owner, dove grey with grey interior; £1,295.
HENLY, Ltd., Hants Corner, North Circular Rd., N.W.11. Finchley 0081/9782. [C8896]
B. J. HUNTER, Ltd., Austin Agents, offer:—
1955 Jaguar M type saloon, overdrive, radio, heater, etc.; £895.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]
PORTSEA MOTORS, Ltd., the Jaguar specialists.
1957 Jaguar Mark VIII, automatic, radio, electrically operated aerial, 4,000 miles, brand new condition, £300 under cost price.
1956 Jaguar Mark VII, overdrive, radio, B.R.G., immaculate throughout; £1,150.
1955 Jaguar Mark VII, overdrive, radio, B.R.G., outstanding condition, like new; £995.
1955 Jaguar Mark VII, radio, one owner, 23,000 miles, brand new condition; £945.
1954 Jaguar Mark VII, radio, unmarked, like new; £795.
1954 Jaguar Mark VII, birch grey, radio, low mileage, brand new condition; £795.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station, Ham. 9661. [C3111]
S. H. NEWSOME & Co., Ltd., Jaguar distributors.
1954 Mark VII, Battleshield grey, grey interior, overdrive and radio, one owner, low mileage; £775.
1953 Mark VII, black, biscuit upholstery, radio, one owner; £665.
H. NEWSOME & Co., Ltd., Jaguar Specialists, S. Corporation St., Coventry. Tel. 5061. [C8840]
1955 Mark VII Type M, automatic, many extras; £1,065.—Odeon Motors, Ltd., Bar. 1144. [C3028]
1958 Jaguar Mark VIII, black, grey interior, overdrive; list.—Eaton Motor Co. St. Neots 8497. [C2141]
1955 Mark VII M saloon, overdrive, radio, loose covers, one owner, superlative; £975.
RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [C3052]
1953 (November) Mark VII saloon, excellent; £675.—Robbins, East Putney. Tel. 7811. [C3010]
1953 Jaguar Mark VII saloon, colour grey; £635.—Heard Brothers, Broad Quay, Bideford, Tel. 470. [C3010]
JAGUAR Mk. VII M automatic, May 1956, 7,000 miles, Michelin tyres, spare unused, bucket seats; £1,275.—Hove 35077. [C8896]
1955 (March) Jaguar model VII M, overdrive, radio, etc., black/beige, outstanding condition; £895.
CHELTENHAM CAR MART, Winchcombe St., Cheltenham. Tel. 3081-2. [C8837]
1955 Jaguar Mark VII saloon, type M, overdrive, whitewall tyres, radio, one owner, B.R.G. with beige interior; £995.
PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]
1953 (July) Mark VII, grey, radio, etc.; £590.—5, Queen St., Southwell, Notts. Tel. Southwell 2217. [C8948]
1952 Jaguar Mark VII, Immaculate; £600.—Ratzeck, 27, St. Matthews Row, E.2. Bishopscape 2529. [C7553]
1956 Jaguar Mk. VII automatic; £1,175.—Martin Motors (Highgate), Ltd., Highgate Village, N.6. Mou. 3413-4. [C7773]
1952 Jaguar Mark VII, radio, one owner, black, a bargain at £515.—Northwood Hills Motor Co., Northwood 3271. [C3129]
1957 Mark VII automatic, 10,000 miles, radio, as new; £1,685.—Tolworth Motors, Ltd., Kingston By-Pass, Elmbridge 2254. [C4081]
1954 Jaguar Mark VII, 26,000 miles, overdrive, immaculate; £795.—Mansfield Autos, Ltd., 43, Fitzroy St., London, W.1. Euston 2587. [C3001]
1955 model Mk. M Jaguar British racing green, small mileage, overdrive, excellent condition throughout; £825.—Swan Garage, Southampton 3775. [C4112]
1954 Jaguar Mark VII, blue, overdrive, one owner, low mileage, immaculate; £745.—Southbourne Motor Co., Southbourne, Southbourne 45606. [C7000]
1953 Mark VII, one owner, beige, red leather, heater, Michelin X tyres; guaranteed at £650.—Campbell Symonds, Farnley 4456. [C1037]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR Mark VII & VIII

1956 Jaguar Mark VII, 4 automatic, grey with red, radio, spotless, 19,000 miles, one titled owner, £1,175.—Eaton Motors Co., St. Neots 8497. (C2114/1)

M.K. VII Jaguar 1955 managing director's car, fitted overdrive, radio, heater; inspection invited.—Fitzpatrick, 455, Old Ford Rd., E.3. Advance 5921. £650 o.n.o. (C2114/1)

1953 Jaguar Mark VII de luxe saloon, heater, excellent condition; £585; terms, exchange.—Palmer's 3, Russell Garden Mews, Kensington, W.14, Park 9704 and 5988. (C3034)

£585 1952 Jaguar Mark VII de luxe saloon, very carefully used by city gentleman, total mileage about 35,000, the finest available, choice also 1953 2605, and 1954 2745. (C3034)

LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

1953 (October) Mark VII Jaguar '54 model, grey with red upholstery, 2 owners, excellent condition; £585.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1222. (C3034)

1955 Jaguar automatic Mk. VII saloon, one owner, radio, etc., grey, excellent condition; £1,045.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9164. (C1050)

1956 Jaguar Mark VII, auto transmission, radio, heater, black with grey leather, 8,000 miles, one owner; £1,350.—C. J. Emma, Ltd., 26, Colerhorne Mews, S.W.10. Fremantle 8706/9441. (C2123)

JAGUAR Mark VII (November '52), radio, heater, dark green; £575.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. (C4028)

1955 Mark VII Jaguar, automatic, 10,000 miles only, radio, white grey tyres, immaculate condition; £1,175.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

1954 Jaguar Mark VII saloon, black, grey leather interior, radio, heater, one owner, an excellent example of this luxurious vehicle at only £725 or terms.—Hillwood Motors, Mill Hill (London) 4232. (C2106)

1954 (August) Jaguar Mark VII, dove grey, overdrive, radio, turbo disc, seat covers, immaculate, windscreen washers, garage serviced and maintained, private sale, terms arranged; £735.—Forest Hill 4770. (C3056)

1957 Jaguar Mk. VIII saloon, automatic transmission, radio, heater, sun roof, duo-spray, immaculate condition, 5,600 miles; £1,750.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

DUNCAN HAMILTON & Co. urgently require late Mark VII Jaguars.—33, High Rd., Byfleet, Surrey, Byfleet 3101. (W1091)

JAGUAR 2.4 & 3.4

2.4 special equipment saloon, overdrive, colour fawn, one owner, 19,000 miles, very specially tuned. (C3056)

2.4 special equipment saloon, overdrive, colour fawn, one owner, 19,000 miles, very specially tuned. (C3056)

2.4 British racing green, 17,000 miles, one careful owner, completely without blemish; £1,275. (C3056)

2.4 special equipment (not overdrive) saloon, colour fawn, one owner, 19,000 miles, very specially tuned. (C3056)

2.4 British racing green, one careful owner, car unmarked and tuned to peak performance; £1,265. (C3056)

PART exchanges entertained; hire purchase facilities available.—Plough Motors, Authorised Jaguar Sales and Service Dealers, Stonehouse, Glos. Stonehouse 282 or 682. (E819)

MIKE HAWTHORN offers:—
JAGUAR 2.4 E.E. saloon, with overdrive, blue with blue interior, one owner, 7,000 miles only, superlative car; £1,365. (C3056)

2.4 S.E. saloon, with overdrive, grey, red interior, 19,000 miles, one owner, very well kept; £1,225. (C3056)

THE TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. Farnham 4875 and 5363. (C4110)

H. BEART & Co., Ltd., offer:—
1957 3.4-litre saloon, automatic gear box, like brand new throughout; £1,695.—102, London Rd., and High St., Kingston-on-Thames, Kingston 1061. (C1061)

IMPERIAL MOTOR MART offer:—
1956 Jaguar 2.4 saloon special equipment, fitted overdrive, one owner, low mileage; £1,145. (C3056)

IMPERIAL MOTOR MART, Jaguar Distributors for Gloucestershire, Royal Crescent, Cheltenham. Tel. 2065-6. (E869)

GUY SALMON AUTOMOBILES offer:—
1957 Jaguar 2.4-litre saloon, 8,000 miles, radio; £1,295.—Farnham 3333. (C4011)

1957 Jaguar 2.4-litre saloon, 8,000 miles, radio; £1,295.—Farnham 3333. (C4011)

HENLYS offer with 4 months' guarantee:—
1957 Jaguar 2.4-litre saloon, special equipment, overdrive, battleship grey with red interior; £1,395. (C3056)

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Culliver 5721. (E867)

DUNCAN HAMILTON & Co., Jaguar specialists offer:—
1956 2.4 special equipment saloon, ivory, overdrive, one owner, faultless; £1,225. (C3056)

33 High Rd., Byfleet, Surrey. Byfleet 3101. (C1091)

1957 Jaguar 3.4 special equipment, overdrive, black, as new; £1,625.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1063)

1956 Jaguar 2.4 special equipment, ivory, red upholstery, heater, H.M.V. radio, 19,000 miles; £1,195. (C3056)

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield, Tel. Beaconsfield 644. (E867)

1957 (Aug.) 3.4 Jaguar, overdrive, 3,000 miles, black, red leather; £1,625; terms, exchange.—A. E. Palmer Motors, Luton 1075. (E821)

1956 2.4 Jaguar, special equipment, black grey 11, Fittroy Sq., W.1. Euston 7611. (C4011)

1956 2.4 special equipment model, pearl grey, red leather, overdrive, low mileage; £1,145.—Erskines, 24, Commercial Rd., Woking 4641. (E874)

JAGUAR 2.4 & 3.4

1957 (March) 3.4 Jaguar, maroon with matching upholstery, 4,000 miles, radio, overdrive and many extras, immaculate; £1,665. (E836)

CHELTENHAM CAR MART, Winchcombe St., Cheltenham. Tel. 3081-2. (E836)

1957 2.4 Jaguar saloon, overdrive, one owner, low mileage, immaculate; £1,350.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1956 Jaguar 2.4 special equipment, heater, 10,000 miles only, meticulously maintained; £1,225.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185/1161. (C3088)

2.4 Jaguar saloon, pearl grey, red upholstery, May 1957, mileage 14,500, special equipment, radio; £1,325 o.n.o.—Waller, Kenton, Westhumble, Dorking 5185, evenings after 7. (E8748)

1957 Jaguar 2.4 saloon, grey, 4,000 miles only, virtually as new; £1,285.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 3199. (C3037)

1957 (June) Jaguar 3.4 special equipment Borg Warner saloon, Cotswold blue, dark blue leather, as new; £1,675.—Michael Christie Motors, Aylesbury 4727. (C1094)

1956 2.4 Jaguar, special equipment model, black, one owner, 9,000 miles, overdrive, excellent condition; £1,300.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. (C1080)

1957 (July) 3.4 automatic, special coachwork, black/grey, red leather, £100 extras very small mileage, as brand new; £1,675.—Silverthorne Motors, Ltd., 1, Fittroy Square, W.1. Euston 7611. (C4011/1)

JACK ROSE offer 1956 Jaguar 2.4, black with red hide, 7,000 miles, almost unmarked condition, many extras; accept £1,265.—Stafford Rd., Wallington, Surrey. Wallington 6677, also Burgh Heath 2376. (C3056)

JAGUAR 2.4, fitted overdrive, radio, Ace discs, cut-away spats, this beautiful car has only covered 4,000 miles, absolutely as new registered 1957, finished unmarked black and grey and highly recommended at £1,395. (C4011/1)

CONNAUGHT ENGINEERING, Portsmouth Rd., Sand. Tel. Ripley 3122. (C1132)

1956 Jaguar 2.4 special equipment, ivory/blue hide, radio, heater, screen washers, mileage 6,000, fully modified to 1957 specification, maintained in beautiful condition throughout; £1,175.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28508. Evenings 41960. (E847)

ROSE & YOUNG, Ltd., offer 1957 Jag. 2.4-litre special equipment saloon, 6,000 miles only, fitted chrome rims and overdrive, absolutely as new, pearl grey with red interior; £1,345.—55-59, Stenhouse Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station), Tel. 4444. (C3057)

JAGUAR 2.4 & 3.4 Cars Wanted
new Jaguar 2.4 saloon required.—Greenways, Rd., Alford Rd., Winchester. (W4087)

DUNCAN HAMILTON & Co. urgently require late 2.4 Jaguars.—33, High Rd., Byfleet, Surrey, Byfleet 3101. (W1091)

JAGUAR MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 8151.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Kaling 3477). Official Jaguar Service Station. (10027/R)

TOM GARNER, Ltd.
1955 Jaguar XK140 fixed head coupe, special equipment, C type models, grey, 23,000 miles; £1,185. (C3056)

1957 Jaguar Mk. VIII saloon (automatic), black/grey, radio, heater, 7,000 miles only; £1,750. (C3056)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Tel. Blackfriars 9265-6-7. (C2020)

PERFORMANCE CARS, Ltd.
1956 XK140 drop head, 11,000 miles, specimen, grey/red, radio, heater; £1,245. (C3056)

1955 XK140 drop head, overdrive, Michelins, 8.1, superb B.R.G., specimen; £1,095. (C3056)

1955 XK140 Roadster, superb B.R.G., 6995; 1954 XK120 drop head, ivory/red, 6795; 1954 XK120 Roadster, B.R.G., spotless, 6745. (C3056)

1954 XK120 special equipment Roadster 6695; 1953 XK120, nice green specimen, 6655. (C3056)

1951 Jaguar Mark V drop head, grey, 6365; 1951 XK120, red, nice car, 6295; 1952 Jaguar Mark VII, black, radio, heater, 6365. (C3056)

1938 The above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Tel. 8941. (C3041)

L. MANDUCA, Ltd., offer:—
JAGUAR SS 1937 19hp, been kept regardless of cost; £95.—Paddington 9196; 56, Lancaster Mews, London, W.2. (C3112)

ELM AUTOSALES (MORDEN), offer:—
1947 1½-litre Jaguar special equipment, reconditioned unit, black/brown; £325.—28-30, Abchurch Lane, London, E.C.4. Tel. Mischam 7122. (C2067)

BEART'S OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348. (10081/R)

JAGUAR MISCELLANEOUS

1939 1½-litre Jaguar drop head four-seater coupe, in very nice condition; £185. (C2035)

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. (C2035)

£375—1950 Mark V, fitted radio, heater, in very good condition; terms, exchange. (C2035)

D. F. HAYES, 31-33, Fortune Green Rd., W.10. F. HAYES, N.W.6, Hamstead 9398. (C2034)

CAMDEN MOTORS for the finest selection of post-war Jaguars in the country; a few examples from our stock of 24 models:—
JAGUAR 1½-litre sports saloon, July 1946, only two owners, very good mechanically, reconditioned metallic blue last year; £295. (C2035)

JAGUAR 1½-litre special equipment saloon, 1947, fitted heater, discs and twin spots, excellent condition; £325. (C2035)

JAGUAR Mark V saloon, 3½-litre, 1939, racing green, radio, heater, loose covers, 2 owners; £395. (C2035)

JAGUAR Mark V saloon, 1950, black, fawn hide, radio, heater, carefully used; £445. (C2035)

JAGUAR Mark VII saloon, 1954, black, tan hide, one local owner only, history available; £675. (C2035)

JAGUAR Mark VII saloon, 1955, M-type, overdrive, Michelin tyres, heater, turbo wheel disc; £965. (C2035)

JAGUAR 2.4 saloon, 1956, black with red hide, just 18 months old and a genuine moderate mileage car, one owner since new; £1,225. (C2035)

JAGUAR XK140 hardtop sports coupe, 1956, with overdrive and all special equipment extras, very carefully used by one wealthy enthusiast owner, an unblemished and very beautiful motor car; £1,245. (C2035)

JAGUAR XK120 fixed head coupe, 1954, fitted all C-type modifications and wire wheels, hood, 2 other extras including radio and heater, racing green, immaculate bodywork and a performance which must be experienced to be believed; £295. (C2035)

JAGUAR XK120 very pretty drop head coupe, 1954, in beige with red hide interior, beautifully equipped and first-class mechanically, radio, heater, luggage rack, mirrors, washers; £795. (C2035)

JAGUAR XK120 2-seater, 1951, ivory with red leather, wire wheels, red vinyl hood, Michelin tyres, wealthy motorist's second car; £585. (C2035)

400 priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchange. (C1035)

AZ offer 1959 1½-litre 4/8, astounding condition for year; great bargain £175.—Palmerston Rd., N.W.6. Mai. 4723. (C1011)

1948 (Sept.) Jaguar 2½-litre drop head coupe, £295.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (C3012)

1950 Jaguar Mark V saloon, black with brown leather upholstery, fitted radio and heater in exceptionally good condition throughout and well maintained; £425. (C3012)

COVENTRY & JEFFES, Ltd., Tel. Bristol 37076. (E814)

1948 Jaguar 2½-litre, black, beautiful condition, radio; £265.—Portes Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Station, Ham. 9661. (C3111)

£345—Jaguar 1½, 1948, really beautifully kept, top maintenance, good tyres, sunroof, heater, etc. careful owner; many others; A.T. or R.A.C. exams welcomed; exchanges, hire purchase.—Benmore, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7. (C1017)

1948 Jaguar 2½-litre saloon, registered November 1948, finished in black, fawn upholstery, the whole interior of the car has been re-upholstered and is really attractive, thoroughly well maintained, and fitted with heater, radio, clock and sliding roof; £295; written guarantee, terms, exchange.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

Jaguar Miscellaneous Cars Wanted
Jaguar Mk. V 2½ perfect condition, wanted privately. Wim. 7280 after 7. (E759)

MIKE HAWTHORN will undoubtedly pay the best price for a Jaguar car.—Farnham 5363. (W4110)

MOTOR CO., Ltd., for the sale of Jaguar cars, Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0190/R)

XK140 XK120, 2.4, 3.4, in first-class condition, Chipstead Motors, Ltd., 142, Hendon Way, Park Ave., W.11. Park 3445-6. (W1046)

XXX Excellent cash price offered for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2008)

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampton High St., N.W.3. Ham. 6041. (W4018/R)

Jaguar Spares and Service

HENLYS, Ltd.
ENGLAND'S largest Jaguar Service Station.
GREAT West Rd., Brentford. (Kaling 3477).

SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 5217. (E2027/R)

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154. (E2027/R)

CAMDEN MOTORS range of Jaguar spares in stock and specialised service and maintenance. (E2027/R)

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456. (E2027/R)

JAGUAR overhaul and repair service.—A.1 Garage (Incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 8191. (0097/R)

LANCASHIRE specialised sales, repair and spare parts service; large stocks available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). (E2027/R)

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., 100, Belsize Lane, N.W.3. Hampton 8231. (E2027/R)

1957 Illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spare parts.—Dept. 1, 5, High Rd., Chiswick, London, W.4. Chl. 1919-3950. (E2027/R)

DEPENDABLE Jeeps at reasonable prices.—Metamot, 100, Belsize Lane, N.W.3. Hampton 8231. (E2027/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP
AUTOWORK, Ltd., the original Jeep specialists, offer Jeeps in almost new condition.—Southgate St., Winchester. Tel. 4965. (C1010)
JEPPS, private car or commercial, all spares, P.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. (0820 N)

JENSEN
MICHAEL CHRISTIE MOTORS.
BRITAIN'S largest Jensen specialists.
NEW 1956 Jensen 541R saloon soon.
NEW 1956 Jensen 541 de luxe saloon, ex. stock.
NEW 1956 Jensen 541 saloon, ex. stock.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727. (C1094)

BROOKLANDS OF BOND STREET.
SOLE distributors Metropolitan area.
1954 Interceptor 2-door convertible.
1956 541 saloon, Imperial crimson.
1956 541 saloon, deep carriage green.
FULL range of new models in stock for immediate delivery.
APPEARANCE, performance, comfort and economy assured.
103, New Bond St., London, W.1. Mayfair 8351. (C1029)

NORTHWOOD MOTORS. Jensen Distributors.—541, de luxe saloon, immediate delivery.—George St., Hull 33822. (5223)

JOWETT
BUNTINGS MOTOR EXCHANGE.
JOWETT main agents since 1922.—Always a good selection of used Javelins and Bradford utilities in Bonnersfield Lane, Harrow. Tel. 6225-6. (0913/R)

ERIC WILLIAMS, Ltd., offer:—
1953 Jowett Javelin saloon, black with red leather; £395.
PIERPOINT St., Worcester. Tel. 5786 (8833)

JOWETT Javelins '48 & '49, £225; £350.—Carr Bros., Purley, Surrey. Upl. 4812. (C1041)
JOWETT Javelin saloon 1951 (Nov.), immaculate, heater, leather; £335.—154 Lancing Rd., Orpington. Tel. 22433 (8863)

1953 (April) Jowett Javelin saloon de luxe, with Jupiter engine, guaranteed mileage since new 7,600, colour dark green with hide interior, this must be the only Javelin available in Great Britain to-day with a genuine 7,600 miles and can only be described as a brand new car with many extras.—The Aberdeen Car Mart., Ltd., 92, Crown St., Aberdeen. Tel. 22662. (8669)

1952 de luxe Javelin saloon, gunmetal, red interior, first registered December, 1951, fitted with Series III engine, oil cooler and gear box in 1953; 646 jugs spent on engine overhaul; very low mileage, maintained regardless of cost; all bills open inspection; heater, wireless, etc.; faultless condition throughout; £395; privately offered by Mrs. Moss who has been sole owner.—Whitecloud Farm, Tring 2181. (8933)

Jowett Cars Wanted
ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

GOOD Javelin required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

Jowett Spares and Service
JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district, consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. (0961/R)

F. FAIRMAN & SONS, Ltd., East Surrey distributors.
COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R)

G. W. WILKIN, Ltd., for Jowett spares and service.—Richmond Rd., Kingston-on-Thames. Kin. 2241.
TRINITY CARS, Ltd., for all Jowett spares and service facilities.—38, North Side, Wandsworth Common S.W.18. Vandkeye 1166. (S84034)

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17, Tot. 1906/7653. (0504/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowett.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0073/R)

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. (0649/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613.—Jowett agents and specialists; comprehensive stock of spares, 1930-1954 models, over 30 years' Jowett experience. (0759/R)

GODFREY'S, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Oul. 7761). (0463/R)

LAGONDA
1952 Lagonda, finished grey, blue interior, a really nice car, terms; cost over £3,500; now £775; exchanges, terms; guarantee 3 months.
RETFORD ENGINEERING, London Rd., Retford, Notts. Tel. Retford 2261. (8652)

LAGONDA
BROOKLANDS OF BOND STREET.
CONCESSIONAIRES for London, S. & E. England.

1954 3-litre 2-door saloon.
1955 3-litre 4-door saloon.
1955 3-litre drop head coupe.
103, New Bond St., London, W.1. Mayfair 8351. (C1029)

R. S. CURRIE & Co., Ltd., offer:—
1957 (Sept.) Lagonda series II 3-litre 4-door saloon, black and silver, grey, red leather and grey carpets, radio, heater, one fastidious owner; 5,500 miles only; £2,500.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1095)

JACK BOND (VINTAGE AUTOS) offer:—
LG6 with immaculate coachwork and most attractive at £495.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5925 and 8330. (C4079)

1935 4½-litre pillarless sports saloon, finished in 2-tone green, in good running order; £115, terms, exchanges can be arranged.—Tel. for appointment: Waxlow 5028 or Byron 5641. (C3109)

1955s.—Lagonda 1936 4½-litre LG45 4-door pillarless saloon, black, maroon, leather, Scintilla, P100s, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Lagonda Cars Wanted
ROWLAND SMITH'S, the Lagonda buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

Lagonda Spares and Service
DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years' service manager to Lagonda, Ltd.), Specialists in all aspects of service.—554, London Rd., Ashford. Tel. 3671-2. (0930/R)

LANCHESTER
£399!!! 1948 Lanchester 10 de luxe saloon, only one owner, the finest available to-day.
LAMBS OF WOOD GREEN (Established 1897), 100 L cars, 5 months written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. (C2052)

1949 Lanchester 10hp saloon, immaculate car, full particulars on request, distance no object; £365, terms, exchanges.—Ann Street Motors 40, Ann St., Worthing (8405). (8559)

345gns.—Lanchester 10 1947 de luxe saloon, sliding head, leather, pre-selector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Lanchester Cars Wanted
ROWLAND SMITH'S the Lanchester buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

Lanchester Spares and Service
ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, pre-selector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7361. (0257/R)

LANCIA
1953 (delivered Oct. 1952) Lancia Aurelia 2-litre saloon, a very good example, with an excellent engine; £395.
EXCHANGES, deferred terms.—John H. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

£235.—Lancia Aprilia saloon, in excellent condition.—Cornwall Garage, Shaftesbury Mews, Stratford Rd., W.8. Western 2616. (8788)

Lancia Cars Wanted
J. H. BARTLEY, the Lancia buyers.—27, Pembridge Villas, W.11. (W1013)

ROWLAND SMITH'S, the Lancia buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

LANCIA Aprilia wanted urgently for cash.—Automotive Ltd., 229, West End Lane, N.W.6. Hampstead 3430. (W1150)

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alport, Wembley (Pervale 5656). (80320/R)

LEA-FRANCIS
B. J. HUNTER, Ltd., Austin Agents, offer:—

1950 Lea-Francis 2½-litre sports roadster, very superior condition throughout; £395.
B. J. HUNTER, Ltd., 29, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6366.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)
295gns.—Lea-Francis 1951 4-door 5-seater estate car, (i.e., hardwood body, removable rear seating, very good condition; choice of 2 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Lea-Francis Cars Wanted
ROWLAND SMITH'S, the Lea-Francis buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

Lea-Francis Spares and Service
SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Des. 4795-6. (0623/R)

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6024-5-6. (0592/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6366.

OFFICIAL Lea-Francis London Service Station, Works and Stores: 190, Deansgate, W.9. Tel. Cunningham 5936-7. (0595/R)

A&S Ltd. LIMOUSINES
PROVIDENCE COURT, W.1. Mayfair 2941.

AUSTIN 1951 A.125 seven passenger Limousine, cloth, black, radio/heater, 37,000 miles, one owner, £985.

AUSTIN 1952 Series A.125 seven passenger, 30,000 miles, one owner, outstanding condition, £1,050.
AUSTIN 1953 16hp Hircar Limousine, one owner, exceptional condition, £625.

AUSTIN 16hp Hircar 1951/1952, similar description to above, £495/£550.
AUSTIN A.152 13-seater Omnicoach. Orders accepted for early delivery.

HUMBER 1951 Series seven passenger Imperial, one private owner, radio/heater, 20,000 miles, very good condition, £925.

HUMBER 1951 Series seven passenger with partition, black, leather throughout, heater, £850.
HUMBER 1952 March, Imperial, low mileage, leather, heater, privately owned, £985.

HUMBER, September 1951, Pullman, black, cloth, heater, £985.
HUMBER, 1952, Pullman, black, cloth in rear, privately owned, £1,025.

HUMBER, 1947, Pullman 1951 de luxe Imperial, cloth, black, exceptional condition, £525.
HUMBER, 1947, Pullman Limousine, cloth, recent engine re-conditioning, black, £555.

ROLLS, 1950 May, Silver Wraith Hooper seven passenger Limousine, electric windows and partition, occasional, 42,000 miles, private owner, history.

ROLLS, 1951 August, Silver Wraith, H. J. Mulliner seven passenger Limousine, leather throughout, full written occasional, Both cars in exceptional condition throughout.

ROLLS, 1938 June, Windover, swept seven passenger Limousine, wide forward occasional, private owner, extensive re-conditioning recently carried out, £2,255.

ROLLS, 1936 March, 25/30 swept Barker Limousine, meeting forward occasional, exceptional condition throughout, £955.

WOLSELEY, 1948, Series III, seven passenger, forward seats, well above average condition, £450.
LIMOUSINE specialists for over 30 years. Write or telephone for lists.

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. (C1006)

AUTOMOTIVE & MARINE, Ltd., offer:—
1937 Phase III double enclosed limousine, 6-light, finished in black, interior cloth rear, black leather trim to front, swept tail, coachwork immaculate.

1935 delivery Phase II double enclosed limousine, one private owner, 61,000 miles, in perfect order.

THE above cars are offered at realistic prices; hire purchase and part exchange.
CROWN GARAGES, Albany St., N.W.1. Euston 1032. (C1144)

CAMDEN MOTORS, Great Britain's leading suppliers of limousines to the Funeral and Hire trade, 70 models in stock, see brief selection below:—
HUMBER Pullman Mark II limousines, 1949/50, 4 new look models all in black with full width occasional; from £645.

HUMBER Pullman Mark III limousine, 1951, in leather throughout with heater, radio and white-walls, one private owner, low mileage; £975.
HUMBER Pullman Mark III limousine, 1951, choice of 3 other one owner specimens with standard type upholstery; from £945.

HUMBER Pullman Mark III limousine, 1952, just decaled and fitted brand new Goodyear de-luxe tyres one private owner; £1,095.
HUMBER Super Snipe touring limousine, 1953, Mark IV with o.h.v. engine, black, beige hide, electric division; most immaculate; £545.

HUMBER Pullman razor-edge post-war limousines, 1947/1948, choice of 4 with full width occasional; from £375.
HUMBER Pullman limousines razor-edge models ex-Ministry, post-war registration, several available; from £275.

HUMBER Pullman limousines, 1939/40, choice of 4 from £145.
ARMSTRONG SIDDELEY 18 h.p. long wheel base, 7-passenger limousine, 1951, immaculately finished in black (just completely reconditioned), brown hide upholstery front and rear, fully air conditioned, excellent mechanical order, one change of owner, six months written guarantee; £795.

AUSTIN Princess long wheel base limousine, 1954, series, with full width occasional, radio, heaters, small mileage and definitely as new throughout; £1,795.
AUSTIN 16 Hire car limousine, 4-door 7-seater, reconditioned engine, May, 1957, new whitewall tyres; £625.
AUSTIN 16 Hire car limousines, earlier models 1940-1951, choice of 10; from £445.

AUSTIN Iver limousines, 1939, choice of 4 excellent specimens, all with full width occasional; priced from £225.
AUSTIN Ranelagh limousine, 1939, fitted reconditioned 18 h.p. engine, good bodywork; £175.
ROLLS-ROYCE 30 h.p. Wraith limousine, 1959, swept tail and beautiful black bodywork, 3 owners since new, Rolls-Royce history available, including details of comprehensive overhauls by them a genuine low mileage immaculate specimen; £1,195.

400 other cars available.—Write for special Hire Car catalogue and illustrated brochure.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. (C1093)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

AUSTIN 1959-60 Ranaiah limousine with division in very nice order, good tyres and battery, only £115; also 1949-9 Morris Oxford taxi-cab, first £125 secure.—Ethan 2810. [8730]

WE have for disposal a selection of Mk. III Humber Pullmans, the cars have been maintained in top condition by our own fitters; prices from £725.—Queenberry Hire, Ltd., 99, Lavender Hill, S.W.11. Tel. Battersea 2421. [8571]

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124.

AUSTIN 1955, a 135 i.v.h. Princess, leather throughout, loose covers, widest forward occasional, heaters, one private owner, black; £1,835.

ARMSTRONG, 1950, 16hp, cloth rear, widest forward occasional, owned since new by the manufacturer, heater, speedometer reading 32,000, new tyres, black; £745.

AUSTIN, 1955 (December), Hirecar, fitted BMC diesel engine, heater, one private owner, mileage 36,000; £995.

AUSTIN, 1952 (July) 16hp Hirecar, one private owner, reasonable mileage; £595.

AUSTIN, 1951 Hirecar, recently fitted with Perkins P4 diesel engine at cost of over £250, one private owner; £675.

AUSTIN, late 1949, 16hp Hirecar, heaters, chrome hubcaps, recent engine and axle overhaul; £455.

CADILLAC, 1938 V8 Fleetwood, widest forward occasional, titled owner, 50,000 only in beautiful condition, black.

HUMBER, 1952, series III Pullman, heaters, radio, loose covers, cloth rear, black, privately owned; selection of 2 from £1,035.

HUMBER 1953 series IV Pullman, ohv engine, heaters, radio, loose covers, cloth rear, black; £1,295.

HUMBER 1953 series IV Pullman, ohv engine, heaters, radio, cloth rear, privately owned, 24,000 miles only, black; £1,435.

MORRIS, November 1951, Oxford 14hp Hirecar, M cellulose black, brown upholstery, one owner; £395.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. Station). Welbeck 1124. [C1010]

Limousines Wanted

LIMOUSINE 7-seater required; all makes considered; about £700 cash.—81, Alfreton Rd., Winchester. [W4087]

ALPE & SAUNDERS Ltd. require Limousines. Good prices for cars in above average condition. [W4088]

A&S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1008]

LINCOLN

1949 Lincoln convertible, overdrive, radio, heater, excellent condition; bargain, £425.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd., Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748]

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MERCEDES distributors, offer:—

THE largest selection of new and used Mercedes in the country.

All used cars offered by us are covered by our unique 12 months' guarantee.

220SC Mercedes convertible for early delivery.

220S saloons, early delivery, various colours.

220S, 1957, 4,000 miles only, black, red leather, as new; £2,050.

220 1953 drop head fourseater coupe, beige/red leather, radio, left-hand drive, in beautiful condition; £795.

300SL, 1956, special finish, leather upholstery, H.M.V. de luxe radio, new Continental tyres, probably the best car of this type available, offered with confidence, never having been damaged; £2,950.

OPEN all day Saturday.

AVAILABLE at

WORKING MOTORS, Maybury Hill, Woking 4277. [C4057]

AT

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors, all new models for immediate or very early delivery, including the latest Type 300SL Roadster, a sports car which eclipses even the famous Type 300SL coupe; our demonstration cars are here for you to drive; please allow us to send you literature.

WE have some unmatched second-hand Mercedes-Benz, which are unmatched for condition and good value; these include:—

1957 Type 220S; £1,895.

1957 Type 190; £1,595.

1957 Type 180D (diesel); £1,550.

1954 Type 220A (l.h.d.); £1,095.

OUR stock is constantly changing; current details on request.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. [C4055]

MANN EGERTON.

(Nov.) Mercedes-Benz 190 saloon, as new; £1,600.

14, Berkeley St., W.1. Hyde Park 2073. [C2006]

WARWICK WRIGHT, Ltd., offer:—

1957 Mercedes-Benz (220S) saloon, ivory and black, red upholstery, heater, 10,000 miles; £1,995.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

MERCEDES-BENZ

BROOKLANDS OF BOND STREET.

LONDON distributors.

NEW 190SL roadster.

NEW 300SL roadster.

NEW 300B saloon de luxe.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

COMPTON & FULLER, Ltd., offer:—

1955 (July) Mercedes 220A, one owner, full Mercedes history, impeccable; £1,425.—Elmers End, Beckenham, Rec. 3570. [C1110]

GOY SALMON AUTOMOBILES offer:—

1957 Mercedes-Benz 220S saloon, under 200 miles; special offer.—Portsmouth Rd., Thames Ditton, Esherbrook 5531-2-3. [C4001]

BROADWAY MOTORS, Hounslow, offer:—

1954 Mercedes-Benz 300 type saloon, black, fawn cloth upholstery, radio, heater, every possible refinement, one owner, superb condition; £1,595. Always 50 cars on view.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. 9509/0175. [C1113]

TAYLOR & CRAWLEY, Mercedes-Benz distributors.

OFFER

220S saloon.

190SL coupe.

GUARANTEED used cars:—

300C 1956 automatic de luxe saloon, radio, chauffeur kept; £2,875.

180 1954 saloon, radio, always maintained by us, immaculate; £995; choice of two.

220A 1955 saloon, radio, screen washers, excellent condition; £1,395.

300 cabriolet D, full 5-seater, 4-door, in magnificent condition, a super luxury car, one owner; £2,350.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

1957 Mercedes 220S left-hand drive, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

CAMBRIDGE MOTORS of Chelmsford, your Essex distributors for Mercedes-Benz.

220S, 1957, graphite grey with red leather.

220S, red with beige leather.

190SL, blue, beige upholstery.

1957 190 saloon, black, red trim, immaculate car.

1955-6 220A grey with bench seat, blue interior, fitted power brakes, low mileage.

1955 220, black, red genuine leather, exceptional value.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford 4861; evenings, Chelmsford 5167 and Danbury 215. [C1149]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., Sussex distributors, have available for immediate delivery:—

220S saloon, Hydraz automatic clutch, grey and red tex leather, immediate delivery.

190SL sports coupe, silver and blue tex leather, immediate delivery.

220SC convertible coupe, grey with red leather, early delivery.

220A saloon, blue, grey tex leather, 9,000 miles, immaculate condition throughout.

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 39-40, Old Steine, Brighton 28102-4. [C1016]

1955 300SL radio, leather upholstery, in excellent condition; £2,395.—Tolworth Motors Ltd., Kingston By-Post, Tolworth, Elmbridge 2254. [C4081]

1952 Mercedes V170 l.h.d. saloon, folding sunroof, this car must be seen to be appreciated; £495.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

BLACK AND WHITE GARAGES, Harvington 331, Nr. Evesham; South Worcestershire, Warwickshire and Herefordshire main dealers.—The Midlands' finest Mercedes-Benz repair service and spares depot; unrivalled service by factory trained mechanics. [0203]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1, Tel. 25250. Mercedes-Benz distributors for the Western Counties. We invite enquiries for the world famous Mercedes-Benz cars; brochure available by return; demonstrations arranged by appointment; part exchanges welcomed and our confidential out-of-income facilities available. [0474/R]

Mercedes-Benz Cars Wanted

MERCEDES 220S saloon required.—Greenways 81, Alfreton Rd., Winchester. [W4087]

J. H. BARTLETT require low-mileage 300SL Mercedes.—27, Pembroke Villas, W.11. [W1015]

R. OWLAND SMITH, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WORKING MOTORS, Mercedes distributors, urgently require all types Mercedes for cash.—109/9, Hill, Woking 4277-8. [W4057]

Mercedes-Benz Spares and Service

NOTTINGHAMSHIRE

SALES, service and spares factory trained personnel.—Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. 62121 (3 lines). [0966/R]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—58, Camberwell New Rd., S.W.5. Reliance 7881. [0962/R]

MERCURY

1956 Mercury Montclair 4-door pillarless saloon, power steering, radio, heater, one owner, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

MERCURY

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Mercury Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Mercury cars.—545, High Rd., Wembley. Wembley 3903, 6891. [W4015]

Monnerachmitt Spares and Service

PRIDE & CLARKE.—Stock spares; quotations any part by return post; c.o.d.; cash payments; trade supplied.—Stokewell Rd., S.W.9. Brixton 6251. [63088]

METROPOLITAN

H. A. SAUNDERS, Ltd., offer:—

1957 Austin Metropolitan convertible, green, white upholstery, recorded mileage 2,225, heater and radio; £715.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5372 (8 lines). [C4008]

CHIPPSTEAD MOTORS, Ltd., offer:—

1957 (Aug.), white and red, radio, heater, as new; £715.—142, Holland Park Ave., W.11. Park 3445-6. [C1040]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Metropolitan hard top coupe, in primrose and white, low mileage; £715.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.7. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Golders Green, for your new or used Metropolitan.—Speedwell 2011.

1957 Metropolitan hard top, as new; £685; terms, exchanges.—Palmer Motors, Luton 1075. [8620]

METROPOLITAN convertible, white and green, radio, heater, screen washers, 3,000 miles; £1,125.—Johnson & Brown, 208-270, High St., Bromley, Ravensbourne 8641. [C2073]

Metropolitan Cars Wanted

METROPOLITAN hardtop required; cash payment.—81, Alfreton Rd., Winchester. [W4087]

M.G.

L. E. C.

1954 (late) M.G. Magnette, 19,000 miles recorded, Weather Master tyres, twin flame thrower lights, cellulosed metallic grey with red leather; a car unmarked throughout; £735; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elevation Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [C1066]

SURREY SPORTS CARS.

1938 M.G. TA, nicely finished in green, new hood; £225.

1938 M.G. TA, an immaculate example, finished in black with green leather; £260.

1935 M.G. PA, not quite up to our usual standard, finished in black; £135.

THE above and other sports cars can be seen at Surrey Sports Cars, 60, The Cricket Green, Mitcham, Surrey. Tel. No. Mitcham 7857. [8936]

K. NIGHTSBRIDGE offer:—

900 miles only.—1957 (September) M.G. A hard top coupe, finished ivory with red and grey interior, new condition; £975.—1, Roberts Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

PERFORMANCE CARS, Ltd.

1958 M.G. Magnette, blue, £1,072; 1957 M.G. A, 1,800 miles, as new, £865.

1956 M.G. A, radio, heater, blue, 1955; 1954 TF, one owner, green, £575.

1953 TD, grey/red extras, £480; 1953 TD, red/beige, extras, £445.

1949 TC, exceptional, black specimen, £425; 1957 TA, blue, tidy car, £2,200.

1954 TF, beautiful red showpiece, £595; 1954 TF, black/beige, Michellins, £595.

1947 M.G. Y saloon, dual green, £335; 1947 M.G. YB saloon, red/white, £335.

1947 TC, nice black example, £335; 1952 TD, red/beige, extras, £445.

1939 TA Tickford, ivory, specimen, £295; 1939 TF 2-seater, specimen, black, £295.

1939 VA 1½-litre tourer, green, £225; 1939 SA 2-litre drop head, blue, £155.

1937 TA, blue, average car, £225; 1937 SA 16hp saloon, ivory, £115.

1935 PA 2-seater, spotless red, £225; 1935 PA/Ford 10 engine 2-seater, £175.

THE above and many other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

J. DAVY, Ltd., M.G. Agents.

1957 M.G. Magnette Varitone, radio, etc., 8,500 miles, superb condition, comprehensive guarantee; £965.

1955 M.G. Magnette, radio, 10,000 miles, magnificent condition, comprehensive guarantee; £785.

180—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kml. 4215; 79, West Hill, Putney, S.W.15. Vas 1077. [C1069]

ERIC WILLIAMS, Ltd., offer:—

1954 M.G. model TF, grey with red leather; £568.

PIERPOINT St., Worcester. Tel. 5766. [8885]

H. BEART & Co., Ltd., offer:—

1956 M.G. Magnette saloon, excellent condition, one owner; £895.—103, London Rd., and High St., Kingston-on-Thames. Kingston 8946. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1956 M.G. Magnette saloon, grey, red upholstery, heater, 17,000 miles; £850.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

SWANMORE GARAGE, Ltd., offer:—

1956 Magnette, 20,000 miles, one owner, high axle ratio, grey with grey leather; £545.—1176-1180, Christchurch Rd., Boscombe East, Southampton 43344. [C4034]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
PARADE MOTORS (MITCHAM), offer:—
1956 M.G. A, green and black, wire wheels, many extras; £799.
1954 M.G. TF, black/beige, superb condition; £599.
1952 M.G. TD, black and beige, full tonneau cover, etc.; £465.
1951 M.G. TD, black/red, fitted reconditioned engine, immaculate; £455.
1934 M.G. TA, red/red, 4-seater; £120.
66-67, Monarch Parade, Mitcham. Mit. 3392/7188.
JACK BOND (VINTAGE AUTOS) offer:—
 model in original faultless condition; £225.
VINTAGE AUTOS, Rose Hill Parade, Morden. Tel. Mitcham 7330. [C3036]
M.G. A coupe, new, unregistered; £1,087/7. [C4079]
GIBSON'S SPORTS CARS (CHRISTCHURCH), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]
CMJ CAR SALES (Primrose 6623) offer:—
1955 M.G. Magnette, black, radio, heater, one owner, taxed, reconditioned engine just fitted; £700.
 3 months' guarantee; terms, list on application—
 3 Swiss Cottage, Finchley Rd., N.W.3. [C1051]
TANKARD & SMITH, Ltd. (TOTTENHAM), offer:—
1947 M.G. TC 2-seater, Br. green, recently overhauled, several extras, maintained by enthusiast, really outstanding; £385.
1956 M.G. A 2-seater, blue/grey leather, heater, screen washers, twin spot lights, first class throughout; £750—226, High Rd., London, N.15. Tot. 0414. [8899]
UNIVERSITY MOTORS, Ltd., offer with guarantee:—
1956 M.G. A, white with red upholstery, fitted heater, screen washers, luggage carrier, wing mirrors and badge bar, recorded mileage 6,000; £250.
1956 M.G. A, green with grey upholstery, fitted heater, luggage carrier, wing mirrors, screen washers, recorded mileage 10,000; £255.
UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4049]
TD Midget; see Welbeck Motors display advert on page 31.
H. A. SAUNDERS, Golders Green, for your new or used M.G.—Speedwell 0011. [C4004]
TA 1958, above average condition, private sale; £195.—Please ring Museum 2186. [8817]
1954 model M.G. TF, red with beige interior, many extras, unmarked; £555.
M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield, Tel. Beaconsfield 644. [8868]
UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141. [C3036/R]
1954 M.G. TF, green, indistinguishable from new, faultless; £575.—Eaton Motor Co. St. Neots 497. [C3114]
1949 TC re-engineered, re-cellulosed, nearest £365.—24, Northway, Maghull, Liverpool. [8775]
B. SPARES OF KINGSTON M.G. specialists.—Sale.
 Kin. 3348
1955 M.G. Magnette, 21,000 miles, grey and red; £475.—Farnham Motor Co. Ltd., Downing St., Farnham, Tel. 4875-4. [C2110]
1955 (October) Magnette, grey/red upholstery, 14,500 miles, absolute specimen; £775.—Ing's Garages, Maidenhead 2149. [C2119]
1954 M.G. TF sports, cream, 21,000 miles, as new; £595.—Southbourne Motor Company, Bournemouth 45606. [8669]
1952 M.G. TD sports, red, Laystall balance engine, maintained regardless of cost, immaculate, £430.—Noel Roscoe, Byfleet 270. [C1311]
1948 M.G. A, 14,000 miles, radio, original black leather interior, smart, fast; £350.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492/6647. [C3123]
1957 Magnette 2B Varitone, steel blue/mineral blue, black hide 6,000 miles, M.G. distributors, director's car.—College Motors, Ltd., Bristol 26531.
1953 M.G. 2-seater TD, British racing green, low mileage; £495.—Criterion Garages, Ltd., Clifton distributors, 69/70, St. Marys Rd., Southampton 22310. [8621]
1956 16,000 miles, extras, never used competitors; £745; terms, exchanges.—Richards & Carr, Ltd., 35, Kimberton St., S.W.1. Belgravia 3711. [C3045]
1957 M.G. A detachable hard top, red and black, fitted loose covers, wire wheels and other extras, 7,000 miles only, one of the best examples offered; £675.
R. W. 2. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1095]
1956 M.G. A, 12,500 miles, genuinely as new, 72 bhp engine, beautiful condition throughout, heater, washer, tonneau; £825.—Davis, 32, Lichfield Rd., Walsall, Tel. 4625, evenings. [8857]
1951 M.G. 1½ saloon, metallic green, reconditioned engine, recently fitted new tyres, battery and exchange; £415; distance no object.—Ann Street Motors, 40, Ann St., Worthing 8405. [8845]
1939 M.G. 1½-litre VA 4-seater, very carefully maintained, recently fitted new tyres, battery, etc.; £185, or exchange.—Douglas Smith Motors, Ltd., Scaldwell, Northampton. Tel. Brizworth 255. [8919]
JACK ROSE offer 1956 Magnette saloon, in red and blue/black hide, almost unmarked throughout, low mileage, one owner; accept £895.—Stafford Rd., Wallington, Surrey. Wallington 6677; also Burgh Heath 2376.
1955 (October) M.G. Magnette saloon, Alexander conversion including rear axle, many extras, one owner, excellent condition throughout; £775.—Families Service Garage, Ltd., London Rd., Guildford, Tel. Guildford 5326. [C3035]
JACK ROSE, Ltd., M.G. agents, offer guaranteed 2,117 miles only Magnette saloon in Ireland green, absolutely as brand new; accept £935.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also Burgh Heath 2376. [C3056]

M.G.
745 ms.—M.G. 1956 M.G. A 2-seater, glacier blue, leather, heater, screenwashers, perspex sidecreens, tonneau cover, luggage carrier, Michelin X tyres, one owner, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.
545 ms.—M.G. Midget, November 1954, TF 2-seater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.
375 ms.—M.G. Midget 1949 TC 2-seater, B.R.G. green leather, luggage carrier, carefully used; choice of 7 M.G.s; terms, exchanges.—Rowland Smith, below.
675 ms.—M.G. Magnette 1955 model saloon, maroon, leather, heater, screenwashers, carefully used; terms, exchanges.—Rowland Smith, below.
395 ms.—M.G. Midget 1954, 2-seater, B.R.G. leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]
SALISBURY MOTOR CO. offer a 1956 M.G. A, red, 16,000 miles, one owner, as new throughout, many extras, wire wheels, guaranteed, £225; Also 1954 M.G. TA Tickford coupe, new hood, black, faultless, £265; also a 1936 M.G. Magnette 4-str., a 1935 J2.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [C4017]
1957 M.G. Magnette, an unmarked car in red with maroon upholstery, radio, sports discs and other extras, 10,000 miles only; £395; hire purchase terms and exchanges welcomed.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7276. [8995]

M.G. Cars Wanted

R. ROWLAND SMITH'S the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
M.G. Magnette saloon required; immediate payment.—St. Alresford Rd., Winchester. [W4087]
TC 2-seater and adjustment required in exchange for 1956 Ford Prefect; terms arranged.—45, Shirehall Park, N.W.4. Hendon 7755. [8735]
XXX Excellent cash price offered for good M.G. 2-seater.—Green & Zonah Ltd., 286-292, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [W2028]
NEARLY new or small-mileage M.G. Magnette wanted.—Green & Zonah Ltd., 286-292, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [W2028]
J. H. BARTLETT the M.G. buyers; TC, TD, TF, W.1. M.G. A and YB models.—27, Pembroke Villas, Hampstead 7712. [W1015]
CNK MOTORS urgently require M.G.s, all series.—353, Finchley Rd., N.W.3. Tel. W1052.
URGENTLY required, 1946/57 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

M.G. Spares and Service

TOULMIN MOTORS.
OFFICIAL stockists.
 BUY your car, used or new, from the specialists: We will "vet" any M.G. brought to our premises, free.
SPECIALISE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1952 to 1957; exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; telescopic friction shock absorbers, new, complete with brackets and bushes, per pair £7/10; we specialise in racing spares; order your spare from your armchair by c.o.d.; write or tel.
TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays. [0349/R]
W. JACOBS & SON, Ltd.
 SPECIALISTS in M.G. spares and service.
W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0486]
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros 4141. [0505/R]
MOTORS, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, bushes, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [0453/R]

MORGAN

BROCKHAM MOTOR CO. offer:—
1949 4/4 coupe, blue, low mileage, as new, bargain; £355.—87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Daves Green 510. [C1153]
ERIC WILLIAMS, Ltd., offer:—
1957 Morgan Plus Four 4-seater sports, red with black leather, fitted heater, 7,000 miles only; £725.
PIERPOINT ST., Worcester. Tel. 5786. [8834]
Morgan Cars Wanted
ROWLAND SMITH'S the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
BASIL ROY, Ltd., require for cash or part exchange for any make—161, Great Portland St., W.1. Langham 7733. [0977/R]
Morgan Spares and Service
BASIL ROY, offer special spares stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [0514/R]

MORRIS MINOR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Morris Minor saloon, grey with red upholstery, very good condition throughout; £455; hire purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

MORRIS MINOR

DICKS.
1950 Morris Minor convertible; maintained by enthusiast; £349.—Below.
1949 Morris Minor saloon, excellent runner; £350.
DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.5. Tel. Gladstone 7175. [C1072]
H. C. PAUL, Ltd.
 (Oct.) Morris Minor de luxe convertible, grey, one owner, 14,000 miles; £515.
1954 Morris Minor Traveller's, black/red; £498.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]
K NIGHTSBRIDGE offer:—
2203 miles only.—1956 (January) Morris Minor de luxe, Clarendon grey, red hide, heater, licensed, as new; £575.—J. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]
RUSSELL MOTORS offer:—
1957 (September) Minor 1,000 saloon, small mileage, radio, heater, windscreen washers, wing mirrors; £630.
1953-54 Morris Minor 2-door saloon, export model; £415.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]
ALTWOOD GARAGE offer:—
1956 (series) 27/10/55 Morris Minor 4-door saloon de luxe, green/green leather, heater, one owner, in excellent condition throughout, guaranteed; £505.
ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Maidenhead 70; evening and week-ends, Littlewick Green 5076. [C1107]
JOHN HINE CARS, Ltd., offer:—
1957 model 1000 4-door de luxe (read. Nov. '56), black, red interior, 6,000 miles, one owner, underseated, spot light, loose covers, link marks; £615.—1, Central Parade, St. Marks Hill, Burslem, Elmhurst 6356. [8871]
H. A. SAUNDERS, Ltd., offer:—
1955 Morris Minor convertible, green, green upholstery, recorded mileage 16,750; £475.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
BROCKHAM MOTOR CO. offer:—
1955 4-door saloon, grey, 9,000, underseated and extras; £510.
1954 late Travellers, black, very low mileage, as new; £485.
1951 Convertible, new engine, clean condition; £310.
1950 2-door saloon, grey, road order; £335.—87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210, Daves Green 510. [C1153]
PHILIP RICKARDS, Ltd., offer:—
1956 (November) Morris Minor Traveller de luxe, Marston grey, 3,000 miles, as new, part exchange, deferred terms.—24, Park Lane, London, W.1. Tel. Grosvenor 4773-3. [C3051]
WARWICK WRIGHT, Ltd., offer:—
1955 (October) Morris Minor 4-door saloon, green, green upholstery, heater, 21,000 miles; £335.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6552. [C4045]
COOMBS SERVICE STATION offer:—
1957 Minor 1,000 Traveller in brand new condition, fantastic range of extras include heater, fitted carpets, seat covers, twin marchal spot and reversing lights, wing mirrors etc., one owner; £675.
COOMBS SERVICE STATION (GUILDFORD) Ltd., By-Pass Rd., Guildford 62962. [C1158]
ELM AUTOSALES (MORDEN) offer:—
1954 Minor 4-door de luxe, heater, 17,000 miles, green/green; £475.—28-30, Abbotsbury Rd., Morden, Tel. Mitcham 7122. [C2087]
ALLAN TAYLOR MOTORS, Ltd., offer:—
1954 (October) Morris Minor de luxe convertible, low mileage and in excellent condition throughout; £435.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyske 7222 (10 lines). [C4104]
NAYLOR & ROOT, Ltd. (Established 1920).
'55 (Sept.) Morris Minor 2-door, Empire green/green hide, heater, maintained by us since new; £495.
CLAPHAM Junction, S.W.11. Battersea 2252.
B. J. HUNTER, Ltd., Austin agents, offer:—
1957 Morris Minor 1000 saloon, 800 miles only; £625.
1955 Morris Minor saloon de luxe, 4-door, low mileage; £550.—Below.
J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
1952 Morris Minor, green, a very clean and carefully maintained vehicle; £385.
DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2834-5. [C1129]
1956 (December) Minor 1000 2-door saloon, under 5,000 miles; £615.
1956 (December) Minor 1000 2-door saloon, 12,000 miles; £595.
1956 (October) 4-door saloon, heater; £545.
JARVIS A and BMC Warranties. Jarvis & Sons, Ltd., of Wimbledon. Liberty 8221 or Wimbledon 2526. [C2086]
1956 Morris Minor 4-door saloon de luxe, heater, one owner, 15,000 miles; £550.
1953 Morris Minor 4-door saloon, black/red, heater; £435.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]
1955 Morris Minor 2-door de luxe, heater, etc.; £485. Also.
1952-3 Morris Minor 4-door de luxe, heater, etc.; £410.—Bertram Cowens, Ltd., Hermitage Lane, Streatham. Pollards 2100. [C1154]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1953 Morris Minor convertible, excellent condition throughout; £400. [C4016]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Tel. Mus. 1932. [C4016]

1954 Morris Minor 2-door de luxe saloon, very well kept throughout; £475. [C4016]

1955 Morris Minor 4-door de luxe saloon, immaculate condition; £525. [C4016]

1956 Morris Minor 2-door de luxe saloon, a perfect car throughout; £525. [C4016]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [C4008]

H. A. SAUNDERS, Golders Green, for your new or used Morris—Speedwell 0011. [C4004]

1956 Morris Minor Tourer, beige, genuine 18,000 miles, one owner, spotless car; £325. [C4004]

A. & R. THOMAS, Central Garage, Kempston, Bedford. Tel. Kempston 2207. [C4004]

1956 Minor Traveller, grey, one owner, heater, 3,000 miles; £605.—Campbell Symonds, Perivale 555. [C1037]

1952 55/54 Morris Minor 2-door saloons, in excellent condition.—Northwood Hills Motor Co. [C13129]

£339—Morris Minor convertible, 1950, an extremely good one; see Cresscars advertisement in Sports Cars columns. [C13129]

CRESSCARS, Ltd., 158, High Rd., E. Finchley, London, N.2. Tudor 3272. [C13129]

1957 (June) Morris Minor 1000 Traveller, 6,000 miles, perfect; £650.—Windon, Balcombe, Sussex. Tel. Balcombe 254. [C13129]

£595—1956 series Morris Minor Traveller de luxe, one owner, heater, spotless.—Jennings, Richmond 34. [C13129]

1957 Morris Minor 1000 4-door saloon, grey with red leather, one owner, in as new condition throughout; £625; terms. [C13129]

M. CLARENCE, Ltd., 228, High Rd., North Finchley, N.12. Tel. Hillside 0560/3508-3. [C13129]

1954 Morris Minor 4-door de luxe, grey, heater, one owner; £450.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [C13129]

1955 (November) Morris Minor 4-door, black with red upholstery; £515.—Hale Motors, Tottenham 7771. [C13129]

1956 model de luxe convertible, 14,000 miles, £500; also 1954 model 2-door saloon, £435.—Robbins, East Putney. Tel. 7881. [C13129]

1952 Morris Minor convertibles, one beige, one green, both real exceptions; from £365.—Michael Christie Motors, Aylesbury 4727. [C1094]

535ms.—Morris Minor, September, 1955, de luxe Traveller, beige, red leather, heater, exceptional; terms, exchanges.—Rowland Smith, below. [C1094]

495ms.—Morris Minor 1955 saloon, one careful owner, small mileage; terms, exchanges.—Rowland Smith, below. [C1094]

395ms.—Morris Minor 1954 convertible, grey, excellent condition; terms, exchanges.—Rowland Smith, below. [C1094]

295ms.—Morris Minor 1950 saloon, black, fawn with red upholstery; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1094]

1956 black and red Morris Minor Traveller de luxe, one owner, excellent condition, 12,000 miles, available 25 January. Write—Box 3542. [C1094]

1954 Morris Minor Traveller de luxe, birch grey with red leather; £525.—Richard Francis, Ltd., 63-69, Lancaster Rd., Enfield 6727. [C12118]

1957 (March) Morris Minor 1000 Traveller de luxe, dark green, immaculate, small mileage, under-sealed; £595.—Sears & Son, Ltd., Abingdon, Northampton. Tel. 1426. [C12118]

1957 Morris 1000 4-door de luxe saloon, black, red leather, heater, flashing indicators, export model, 6,000 miles; £615.—37, Lee Rd., E.E.3. 4916. [C12118]

1955 (December) convertible de luxe, 9,800 miles; £405; terms, exchanges.—Morris & Paul, 70, London Rd., Enfield Town, Middx. Enfield 3950. [C13133]

1955 (August) Morris Minor Traveller de luxe, one owner, many extras, many extras, many extras; condition; £585.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1955 Morris Minor 2-door saloon, clarendon grey, full Alexander conversion. Weathermasters, extras, immaculate; £535.—Michael Christie Motors, Aylesbury 4727. [C1094]

1956 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. Co., Ltd., 39-45, Eden St., Kingston. Kingston 3151-6. [C1046/R]

1956 series de luxe convertible, grey/red, wireless, heater, windscreen wash, Alexander conversion, high ratio back axle, almost as new; £525.—Lockhart's, 12-16, Chiltern Rd., Dunstable. Tel. 114. [C1322]

1952 Morris Minor saloon, Clarendon grey with red leather upholstery, very carefully maintained, fitted heater, etc.; £385.—Douglas Smith Motors, Ltd., 34, St. Paul's, Northampton. Tel. 3500. [C1318]

1956 (March) Morris Minor Traveller de luxe, fitted heater, one owner, outstanding condition; £545.—Harry Kitchener, Ltd., 180, Golding Rd., Bedford. Bedford 68216. [C1318]

1955 Morris Minor Traveller, heater, one owner, guaranteed, £525; 1956 Morris Minor convertible, 6,000 miles, as new, guaranteed; £495; terms, exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 9968. [C5034]

XXX 1955 (July) Morris Minor Traveller black with red upholstery, heater, a really immaculate and most attractive one-owner car, thoroughly recommended, written guarantee; £545; terms, exchanges.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C5034]

Morris Minor Cars Wanted

MINOR saloon required; consider Traveller model. —81, Alfretd Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS EIGHT

L. MANOCCA, Ltd., offer:—

MORRIS 8, 1936, really in good condition; £90.—Paddington 2196, 56, Lancaster Mews, London, W.2. [C5112]

H. A. SAUNDERS, Golders Green, for your new or used Morris—Speedwell 0011. [C4004]

1948 Morris 8 (E), nice order, choice of two; £265.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

MORRIS COWLEY

MARCH 1957, Cowley 1500, sage green; £650.—Maidstone 4474. [C8856]

H. A. SAUNDERS, Golders Green, for your new or used Morris—Speedwell 0011. [C4004]

1956 Morris Cowley, immaculate condition throughout; £375.—Hale Motors, Tottenham 7771. [C2077]

1955 (April) Morris Cowley saloon, black/red leather, heater, one owner; £536.—Vanderwell Bros., Ltd., 215, Haverstock Hill, N.W.3. 691. 1441. [C4067]

MORRIS OXFORD

A1 at Brown's.

1955 (Sept.) Morris Oxford saloon, black and red interior, heater, extras, beautifully kept and maintained, practically unmarked or unblemished throughout, must be seen to be believed at £575. [C13129]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294. [C1025]

1955 Oxford Traveller; £635.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C1111]

GREENHILL MOTOR Co. offer:

1957 (Aug.) Morris Oxford saloon, in black, 6,000 miles only, immaculate and as new; £815.—Marsh Rd., Pinner, Middx. Pinner 9868. [C12125]

HENLYS offer with 4 months' guarantee:—

1956 Morris Oxford saloon, heater, one owner, black with maroon interior; £665. [C13129]

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [C13129]

NAVY & ROOT, Ltd. (Established 1920).

53 (Sept.) Morris Oxford, Clarendon grey/red hide, heater, radio, most exceptional condition; £475. [C13129]

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022]

1956 (Oct.) Morris Oxford saloon, black/red, one owner, 19,000; £635. [C13129]

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116]

H. A. SAUNDERS, Golders Green, for your new or used Morris—Speedwell 0011. [C4004]

1956 model, Morris Oxford series II de luxe, grey, low mileage, newly to new; £630. [C13129]

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 6666. [C1036]

400 miles only—December '57, latest type Morris Oxford de luxe saloon, black, red leather; £645. [C13129]

EUSTACE WATKINS, Ltd., 13, Berkeley St., W.1. (Mayfair 5951); or 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046]

NOVEMBER '55 Oxford, black, immaculate condition; £595.—Robbins, East Putney. Tel. 7881. [C3010]

1953 model Oxford, heater, leather, in very good condition throughout; £449.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

MORRIS Oxford Traveller de luxe, series III, 1957 virtually new; £625.—Mee, Prestleigh, Tel. 396. [C675]

1956 Morris Oxford traveller's car, grey with red upholstery, fitted heater and wing mirrors; 4 months' guarantee; £785. [C13129]

1956 Morris Oxford, finished in black with maroon upholstery, recorded mileage 18,000; 4 months' guarantee; £560. [C13129]

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C8917]

1956 Morris Oxford saloon, colour black with red interior, a one-owner car meticulously maintained; £595.—Poland Street Garage, Gerrard 9010. [C1212]

1955 model Morris Oxford saloon, grey, very nice condition, mileage 15,500; £545.—Reya Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117]

TANKARD & SMITH, Ltd., offer 1955 Morris Oxford Traveller car, grey/red, heater, excellent condition; £645; 3 months' written guarantee.—124-136, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4025]

ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS ISIS

H. BEART & Co., Ltd., offer:—

1956 Morris Isis saloon, finished in black, red upholstery, heater, one owner, supplied and serviced by us since new; £845.—102, London Rd., and High St., Kingston-on-Thames. Kingston 534. [C1081]

1956 (Jan.) Clarendon grey, one owner; £560.—Ing's Garage, Maidenhead 2149. [C12119]

H. A. SAUNDERS, Golders Green, for your new or used Morris—Speedwell 0011. [C4004]

£645—1956 Isis de luxe saloon, black, red hide, usual extras, one owner and virtually indistinguishable from brand new, fully guaranteed, other cars available; write for fully descriptive price catalogue. [C13129]

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1035]

1956 Isis de luxe saloon, only 18,000 miles, black, red leather, heater, unblemished and guaranteed throughout; £695.—Campbell Symonds, Wembley 6262. [C1037]

Morris Miscellaneous Cars Wanted

MARSTON MOTOR Co. for four Morris, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [C998/R]

ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Morris Spares and Service

MORRIS genuine spares and special service in the West End.

MORRIS AND COMPANY, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C4016]

HAMMERSMITH, W.6. Rogers Garages, Engineers, Weylesley Ave., Riverside 2644. Sales and Service. [C5054]

LARGEST and quickest spares and service in the south of England.—Hewens Garages, Ltd., Heading, Tel. 11435. [C2006]

BAKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—309, Balham High Rd., S.W.17. [C1941]

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units, spares and accessories.—Hunter 0942. [C1941]

NASH

NASH. Oldsmobile Cars Wanted

NEW models, spares and service.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [C1037/R]

TOM GARNER, Ltd., offer:—

1955 Nash Rambler Custom 4-door saloon, ivory/red, h.r., r.d.o., overdrive, many extras, 17,000 miles only; £1,095. [C13129]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. [C13129]

1956 Nash Rambler Customs saloon, 7,000 miles, radio, heater, taxed, whitewall tyres, spare unused, as new throughout; £1,535.—Kings Motors, 1, High St., Hounslow 3532 & 3534. [C2046]

OLDSMOBILE

1951-2 Oldsmobile Rocket 88, hydramatic drive, radio, heater, outstanding condition. [C13129]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 9691/3903, 345, High Rd., Wembley; for full list see under "American Cars." [C4015]

LEX—sole distributors in the U.K. require good used post-war Oldsmobiles. [C13129]

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, London, W.1. Gerrard 8600; and Party Ave., Wembley, Arnold 3970. [C4046/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all Oldsmobile cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

Oldsmobile Spares and Service

REPAIRS and service by sole U.K. distributors, Lex Garages, Ltd., Workshops and spare parts: 7, Rembrandt Villa, W.11 (near Westbourne Grove), Bayswater 6626-7. [C1037/R]

OPEL

1956 Opel Kapitän saloon, r.h.d., radio, heater, 13,000 miles; £995.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1037]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 8274-5. [C1016]

PRIDE & CLARKE, Opel stockists; quotations: c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [C3068/R]

OFFICIAL Opel spares and service agents.—B. & C. Concessions, Ltd., 45-60, Gloucester Ave., Regents Park, N.W.1. Primrose 0161. [C1032/R]

PACKARD

8-SEATER Packard limousine, privately owned, registered 1940, excellent condition; £235. [C13129]

1951 Packard 4-door saloon, r.h.d., automatic drive; blue; £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington. (W.3.) Ken. 4888-9. [C4046/R]

145ms.—Packard Super 8 1936 32.5hp 4-light Club saloon, heater, very nice condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Packard cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

LEONARD WILLIAMS & Co., Ltd. for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Baling 5400. [C4046/R]

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

PANHARD

1954 Dyna Panhard 250cc super sports 2-seater, little used, low mileage; £500; consider exchange Triumph TR2.—Box 3541. [C6006]

PEUGEOT

1955 Peugeot Type 203, grey, unusually well kept throughout, £590; also new Type 403 for delivery. [C13129]

EXCHANGES, deferred terms.—John S. Truscott, E. Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4085]

PONTIAC

1950 Pontiac, heater, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 9691/3903, 345, High Rd., Wembley.—For full list see under "American Cars." [C4015]

1952 Pontiac Chieftain de luxe, Hydromatic, heater, radio, two-tone Underscaled, small mileage, immaculate, terms; £525.—Lightfoot, Bentley Priory, Stanmore, Middx. Colindale 5221. [C1970]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., Pontiac main agents, urgently require all Pontiac cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

Pontiac Spares and Service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3 (Tel. Flaxman 7792-3-4).

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [C1017/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Porsche

WORKING MOTORS, Mercedes distributors.

1957 (August) Porsche 1600, 1,500 miles only, radio, silver/red, radio, one owner; £1,725.—Maybury Hill, Woking 4277. (C4057)

PORSCHE: See Welbeck Motors Display advert on page 31. (C4049)

1957 Porsche Carrera fixed head coupe, fitted Spyder engine with 2 twin-choke Webbers, polychromatic blue, red hide, low mileage, as new, £400-worth of extras, including self-seeking radio and chrome wheels, cost new £3,266; now £2,450.—Central Newbury Motors, Ltd. Tel. Newbury 2000. (C1157)

J. H. BARTLETT, the Porsche buyers and stockists, offer Porsche Carrera 125mph coupe; Porsche 1957 super coupe, many extras, 8,000 miles, £1,835; Porsche 1957 standard coupe, blue and silver, 2,000 miles, £1,725; Porsche 1955 super coupe, 11,000 miles only; 1958 demonstrator available repairs and service.—27, Pembroke Villas, W.11. Bayswater 0523. (C1013)

V & F Porsche Spares and Service offer Porsche Carrera 125mph coupe, Porsche spares and service.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. (C257/R)

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., 243, Ewell Rd., Surbiton Surrey, Tel. Elmbridge 3346, are sole concessionaires for the 1500 Formula II Cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars. (C281/R)

COOPER-BRISTOL, 2-litre single seater, fully independent suspension, fitted new Dunlop racing tyres, racing Bristol engine, a large number of valuable spares included with the car; offered at very attractive price of £495; worth double next season. (C2104)

SPEED MODELS, 54, Warren St., Euston Rd., W.1. Euston 2155. After 6 Livingsstone 7777. (C2104)

RAILTON Spares and Service Raitons rebuilt engines, gear boxes, spares stocked; Raitons purchased.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (S2000)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. (C0421/R)

SPUR GARAGE offers:—

1958 Dauphines, all colours and models.

1953 750 saloon, beige, heater, spot lamp, etc., excellent throughout; £569.

SPUR GARAGE, Ltd., Bushy Rd., Raynes Park, S.W.20. Liberty 4852. (C4109)

J. DAVY, Ltd., Renault agents.

1957 Renault Dauphine Ferrie, sun roof and many extras, 8,000 miles, comprehensive guarantee; £735.

1954 Renault 750, one owner, very good condition; £435.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. (C1069)

BROCKHAM MOTOR CO., offer:—

1956 750 4-door saloon, 9,000 only, as new, grey; £455.—87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Dawes Green 510. (C1155)

WEYBRIDGE AUTOMOBILES offer:—

1956 Renault Fregate saloon, green with beige interior, fitted radio and heater, spring loaded wing mirrors, 18,900 miles in excellent condition throughout; £625.

WEYBRIDGE AUTOMOBILES Ltd., Weybridge 2233. (C4094)

PARK MOTORS (KINGSTON), Ltd., offer:—

1956-7 Renault Dauphine, de luxe saloon, blue, first class condition; £625.—187-193, London Rd., Kingston-on-Thames. Kingston 1544. (C13124)

PARK MOTORS (KINGSTON), Ltd., offer:—

1957 Renault 750 saloon, 4-door de luxe, as new; £585.—187-193, London Rd., Kingston-on-Thames. Kingston 1544. (C13124)

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RENAULT

BARNEHURST GARAGE, Ltd., have a selection of guaranteed used Renaults, all models.—Barnehurst Garage, 1-9, Barnehurst Rd., Bexleyheath 725. (C134/R)

1957 (April) Dauphine, red, Ferrie clutch, radio, special wheel discs, 7,000 miles; £595.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. (C2073)

RENAULT 750, 1952 model, reg. late 1951, finished in electric blue with grey upholstery, in remarkable condition for its year having only done a nominal mileage; £325.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send. Tel. Ripley 3124. (C1132/1)

1957-8 Dauphine, low mileage saloon in red with heater and h.c. cylinder head; £755; terms, exchanges; Renault tuning kits.—Rudds, Renault Agency, 41, High St., Worthing 7773-4. (S904)

465 gns.—Renault 750 1955 saloon, silver grey, one term owner, small mileage, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1956 Renault Dauphine, two pedal Ferrie automatic clutch, 16,000 miles only and in perfect condition throughout, a very fine example of this sought after car, finished in green with fawn upholstery, fitted heater; offered at the sensible price of £695.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send. Tel. Ripley 3122. (C1132)

RENAULT Cars Wanted—Searle, Ltd. 14, Bridge Rd., Chertsey (2359), Surrey. (C4069)

ROWLAND SMITH'S, the Renault buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

DAUPHINES, Fregates and 750s urgently wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 5711. (W4018/R)

ALPINE BUSHEY GARAGES, Ltd., 83-85 High Rd., A. Bushey Heath 3382.—Renault distributors will purchase all models. (W1119)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (W4070/R)

Renault Spares and Service BARNEHURST GARAGE, Ltd., Renault sales and service spares and repairs.—1-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. (C0943/R)

RILEY

BOON & PORTER, Ltd.,

NEW 1.5 and 2.6 on show.

1951 1½, one owner, sold and serviced by us; £495.—Castelnau, S.W.13. (Nr. Hammersmith Bridge) Riv. 4444. (C1022)

J. JAMES (LONDON), Ltd.,

FOR new and second-hand Riley cars.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311, or 332, Finchley Rd., N.W.11. Tel. Sp3045 well 6702. (C1354)

H. BEART & Co., Ltd., offer:—

1955 Riley Pathfinder saloon, finished in black with red leather, supplied and serviced by us since new, B.M.C. Warranty; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

MAYFAIR COUNTRY CARS offer:—

1954 (October) 1½-litre, radio, heater, red; £695.

1955 model 1½-litre, fitted Motorola radio, heater, superb condition, blue; £795.

1955 1½-litre, fitted H.M.V. radio, heater, black; £795.—47, Montrose Place, S.W.1 Belgrave 5854. (C3008)

CUY SALMON AUTOMOBILES offer:—

1956 Riley Pathfinder, 13,000 miles; £895.

1954 Riley 1½-litre saloon, 21,000 miles; £735.—Portsmouth Rd., Thames Ditton, Emsaybrook 5551-2-3. (C4001)

HENLYS offer with 4 months' guarantee:—

1955 Riley Pathfinder saloon, one owner, dark green with grey interior; £845.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (C0883)

1947 Riley 1½-litre exceptional condition; £389.—Valentine 4674. (T9025)

H. A. SAUNDERS, Golders Green, for your new or used Riley.—Speedwell 0011. (C4004)

CLARKE & SIMPSON, Ltd., (Riley sales and service), offers at investment prices:—

1.5 inspect and drive this new Riley at our show-rooms, early delivery in rotation of orders.

2.6 inspect and drive this new Riley, also immediate or early delivery in rotation on specifications.

1952 2½-litre saloon, black, red, heater, in condition well above average; £495.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 0436. (C1048)

1952 (May) Riley 2½-litre saloon, black, red, leather, radio, heater, well kept car; £525.

1949 (Feb.) Riley 1½-litre saloon, green, green leather, specimen car; £415.

GIBSON'S SPORTS CARS (CHRISTCHURCH), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (C1209)

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (C078/R)

1956 Riley Pathfinder, dark green, one owner, 14,000 miles, absolutely immaculate; £925.

—Layhams of Caterham, Surrey. Caterham 2354. (S929)

£399 1½-1949-9 Riley 2½-litre de luxe saloon, only 2-2 owners, most carefully used, total mileage about 35,000, the finest we have had; choice 2 others.

LAMBS OF WOOD GREEN (established 1897): 10 cars, 3 months' written guarantee; exchanges; hire purchase.—421-233, High Rd., Finchley. Finchley 6222. (C2052)

£—Riley Keestril, 1936, 12/4 6-light sports car, in good condition.—Cornwall Garage, Shaftesbury Mews, Stratford Rd., W.8. Western 2616. (S873)

RILEY

1955 (June) Pathfinder, loose covers, radio, care-maintained, fully available January, no dealers.—Euston 8024, office hours; £775. (S799)

1955 Riley 1½-litre saloon in grey, 18,600 miles, as new throughout, heater; £795, or terms.—Jack Thomas, 31, Stafford Rd., Croydon 0651. (S787)

1956 Riley Pathfinder, radio, heater, one owner, moderate mileage, first class condition; £850; terms.—Foster, 106, High St., Uxbridge. Tel. 4202. (S352)

395 gns.—Riley 1947 1½-litre saloon, leather, radio, exceptional; terms, exchanges.—Rowland Smith below. (C4018)

345 gns.—Riley 1948 1½-litre 4-door 5-seater Estate car, natural hardwood body, brown leather, removable rear seating, carefully used; choice of 4 Rdys; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1955 Riley 1½-litre saloon, dark maroon, one owner, mileage 14,000, original condition; £895.—H. A. Saunders, Ltd., Brand St., Hitchin. Tel. 2351-2-3. (C0731)

SEPTEMBER, 1954, Riley Pathfinder, radio, heater, bench-type seat, in exceptionally good condition throughout; £765.—Cavendish Motors, Cavendish N.W.6. Willenden 0046. (C1121)

1949 Riley 1½ saloon, 5,000 miles since last major engine overhaul; £560; available end of January, engineer owner going overseas.—Arnold 3319 after 7.15 p.m. (S873)

1956 (September) Riley Pathfinder, dark green, light grey upholstery, bucket seats, low mileage, underseated; £835.—John Twigg (Motors) Ltd., 92, Queens Rd., S.E.15. New Cross 1136. (S870)

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (C046/R)

CAMDEN MOTORS for Rileys.—Eight post-war saloons available: 1½- and 2½-litre (1949 to 1955); call write or phone for detailed list; 400 other cars available.—Camden Motors, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges.—(C1035)

£398—Riley 1½, 1947-8, superb example, excellent tyres, host extras, heater, choice two, many others: A.A. or R.A.C. exams, welcomed; exchanges, hire purchase.—Benmottors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. (C1017)

RILEY Pathfinder, first registered Oct. '55, black with red interior, radio, heater, Michelin X tyres, one owner; this car is in excellent condition throughout, any trial; a bargain at £785; terms, exchanges.—W. N. Roake Automobiles, 24, Widmore Rd., Bromley, Kent. Tel. Ham. 1252. (S691)

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

RILEY One-point-five required.—Greenways, 81, Al. R. Reford Rd., Winchester. (W4067)

WANTED privately, good 2½ saloon, nominal mileage, cash.—"The Deli," Heath & Road 345. (S1947)

GOOD Riley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

NEARLY new or small-mileage Riley wanted.—Green & Zonis, Ltd. 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2023)

URGENTLY required, 1946/55 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (C1009/R)

XXX Excellent cash price offered for good Riley of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (C0989/R)

Riley Spares and Service

ARCO ENGINEERING, Ltd., Presselcor gear boxes, exchanges and repairs.—159, Fulham Rd., S.W.3. Kensington 7301 and 7321. (C0238/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and coach repairs.—332, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. (C0092/R)

RILEY distributors for 55 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (C0989/R)

ROLLS-ROYCE

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) (C1082/R)

LEC

ROLLS-ROYCE, a late 20/25hp. confirmed 43,000 miles, fitted with a sports saloon body by Prestone & Webb, Ltd., excellent mechanically, well shod, the original black paintwork has just been recoloured.

Tudor grey with a pale blue line; £720; terms, exchanges below: A 2-door owner driver 20/25hp. two owners since new, full maker's history, engine having just been completely reconditioned, and has yet to be run in. Full details, £450; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 & 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. (C1095)

MANN EGERTON.

1953 Rolls-Royce Silver Wraith Park Ward 6-light saloon, finished in two-tone green, 17,000 miles; £3,550.

14 Berkeley St., W.1. Hyde Park 2073. (C2006)

PB Ltd., offer:—

1952 Rolls-Royce Silver Wraith with Park Ward sports saloon in immaculate condition.

1940 Rolls-Royce Wraith razor-edged sports saloon with division by Prestone & Webb.

PADDON ROYS, Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. (C3033)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

H. C. PAUL, Ltd.
1954 Rolls-Royce Silver Dawn saloon, synchro-mesh, midnight blue and light tan interior. 29,000 miles; £2,950.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [C3040]

K. NIGHTSBRIDGE offer:—
1939 (June) Rolls-Royce Wraith, fitted with razor edge H. J. Mulliner saloon with completely disappearing division and enclosed rear wheels, black fawn interior, superbly maintained; £1,268.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

RUSSELL MOTORS offer:—
1948 (June) Silver Wraith saloon de luxe, small mileage, exceptional car; £1,295.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9228. [C3066]

WILLIAM GORDON CARS offer:—
1956 (July) Rolls-Royce Silver Cloud saloon, 8,000 miles only; automatic gear box, radio, heater and many other extras; dual colours, Whitehall tyres, specially prepared for well-known owner, indisputable from new—Sovereign Road Garage, Earlsdon, Coventry, Tel. 62615 or 62645. [C2102]

MASCOT MOTORS, Ltd., offer:—
1948 Silver Wraith Hooper razor-edge o/d saloon black and maroon, engine overhauled.
237, Kensal Rise, London, W.10. Ledbrooke 1251-2. [C3007]

JACK BOND (VINTAGE AUTOS) offer:

P3 1957/8 extremely attractive Park Ward coachwork, razor-edged, ex-Concours winner, immaculate; £895.

25/30 Mulliner, semi-razor-edged, 57,000 miles, owner-driver, with Rolls-Royce history; £795.

25/30 Gurney sedan, black and white, magnificent lines, 2 owners, absolutely unmarked; £825.

VINTAGE AUTOS, 105, Queensway, W.1. Tel. Bayswater 5925 and 8350. [C4079]

AUTOMOTIVE & MARINE, Ltd., offer:

1937 Phase III double enclosed limousine, 6-light, by Mann Egerton, one private owner, wide occasional seats, in perfect order.

1935 Phase II double enclosed limousine, one private owner.

1936 20/25 sports saloon by Barker, heater, new tyres fitted.

PART exchanges and hire purchase with pleasure.

WE urgently require all types of Rolls-Royces with unusual coachwork.

CROWN GARAGES, Albany St., N.W.1. Euston 1032. [C1144]

A & S, Ltd. Selection of Silver Wraith and 30hp. cars. See under Limousines.

ALPE & SAUNDERS, Ltd. (Limousines Purchased), A Providence Court, North Audley St., W.1. Mayfair 2941.

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:

1956 Rolls-Royce Silver Cloud, two shades of grey, one owner, genuine 17,000 miles, sold and maintained by us since new; balance of maker's guarantee; £4,375.

1949 Rolls-Royce Silver Wraith touring limousine by James Young, electrically-operated partition and windows; colour black with beige leather upholstery; this car was supplied new by us and has covered a total mileage of 24,000 miles only; £2,450.

SHOWROOMS, 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C3010]

1930 Rolls-Royce shooting brake, new mahogany body, nice; £275.—Below.

1930 Rolls-Royce Hooper saloon, well maintained; £285.—Gordon Wooderson, 48a, Dreveston Rd., S.W.16. Streatham 2102. [C3059]

ROLLS-ROYCE 20/25, 1955, excellent condition, 3 owners; offers over £400.—Weybridge 2490 after 7 p.m. [B697]

BOGNOT STATION GARAGE: 1936 Rolls-Royce d.h. coupe, trimmed to fixed head, radio, heater, etc.; £595.—20, Longford Rd., Bognot 2102. [B804]

1935 Rolls-Royce 20/25, fitted attractive 4-light saloon with drop division by Park Ward, excellent history; £445.

1934 Rolls-Royce P11 Gurney Nutting 4-light saloon with drop division, boot, any inspection; £365.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

ROLLS-ROYCE 1937 7-seater limousine, good condition; £300.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [B775]

1939 Rolls-Royce Wraith 4-door sports saloon, Park Ward; £225.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4875-4. [C2110]

20/25 1936 Thrupp & Maberly sports saloon; £400.—Beeley, 8, Temple Rd., Stowmarket 476. [B650]

1957 Rolls-Royce Silver Cloud, finished in black and sable, fitted power steering, genuine mileage only 4,000, indisputable from new.

THOMPSON-DOVEY, Ltd., M.G. Agents, 109 and 139, Eastland St., Southampton, Lancs. Tel. 56934 (4 lines). [C4120]

HARRIS—We are building deck and bearing on the 30hp chassis, brochures available, inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, New Gardens, Richmond, 1161. [C1102]

1938 Rolls-Royce 25/30 Hooper 7-passenger, double enclosed, face-forward seats, wonderful value at £245.—King's Motors, 1, High St., Hounslow 3532 & 2559. [C2049]

1950 Rolls-Royce Silver Wraith saloon, silver grey and black with grey upholstery, superb condition.—Newbury Motors, Ltd., Halesowen, Worcs. Halesowen 1641. [B839]

1936 Rolls-Royce 25/30 black saloon, Park Ward body, disappearing division, opera seats, Rolls history since new; £335.—Henry, Ltd., 65 & 67, Portland St., W.1. Langham 3635. [B911]

ROLLS-ROYCE

1950 Rolls Wraith Hooper touring limousine, cost over £7,000, beautifully maintained, full history, one owner; £1,950.—Sidney Marcus, Ltd., 85, Sloane St., S.W.1. Tel. Belgrave 5721. [C3006]

1930 Rolls-Royce 20/25 fixed head coupe, swept tail, twin spares, black, black leather, Rolls history, magnificent car; £250.—154, Lancing Rd., Orpington, Tel. 22435. [B630]

CASS'S MOTOR MART—1948 Rolls-Royce Silver Wraith Hooper touring limousine, outstanding condition, Rolls history—5, Warren St., W.1. Euston 4110. [C1040]

1957 Rolls-Royce Silver Cloud, coachwork by Mulliner, mileage under 5,000, cost nearly £8,000 on the road; price £6,500 needs no describing, absolutely as new.

RETTFORD ENGINEERING, London Rd., Retford, Notts. Tel. Retford 222. [B663]

1954 Rolls-Royce Silver Wraith (automatic gear box), fitted with magnificent touring limousine coachwork by Freestone and Webb, one owner, a beautiful car in exceptional condition throughout; £3,350.

HARRY MARTIN, 25, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092]

1939 Rolls-Royce Wraith, body completed and first registered Sept. 1, 1945; James Young owner-driver saloon with electric division, black, one owner, 60,000 miles; any trial; £1,095.—Blue Star Garages, Arnold 7740. [B950]

1938 Phantom III razor-edged owner-driver saloon, two radios, heater, electric division, projecting boot, low mileage, perfect and most attractive low price.—Claude Burgoyne & Co., St. Peters Rd., Hammersmith, Riverside 7644. [C1156]

1949 Rolls-Royce sedan de ville by H. J. Mulliner, colour black, one owner, 54,000 miles only since new, excellent history, perfect condition; £1,695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

ROLLS-ROYCE 1936 20/25 Town saloon by Windover, a two-tone grey, high roof, 1957 £80 overdrive, immaculate and faultless; £575; choice of 5 other 20/25 and 25/30 sports saloons; all with full warranty as to condition.—Simmons, Grosvenor 1188 and 2635. [B940]

1954 Rolls-Royce Silver Dawn automatic saloon, this magnificent one-owner car has covered only 9,800 guaranteed total miles and is just as new, fittings include radio and air-conditioning, coachwork finished in duo-grey, with grey hide upholstery; £3,450.

CIRCUS GARAGE (BRIGHTON), Ltd., 88, Preston Rd., Brighton, 27045 & 28545. [C1147]

1950 Rolls-Royce Silver Wraith, fitted with magnificent touring limousine by H. J. Mulliner, has only completed 21,000 miles and is probably the lowest-mileage Rolls-Royce of this year offered for sale, electrically operated rear blind and division, sun roof, this car has been most carefully maintained and the whole condition is as good as when it was new, an unusual opportunity to acquire such a car like this for £2,250.—Charles Church, Leicester 23631. [B768]

6435 miles only.—Rolls-Royce Wraith, fitted luxurious Hooper touring limousine body with many extras, including electrically operated driver's window, rear blind and division; the division with front- and rear-controlled operation; centre spot light, clock, heater with separate demister motor, radio, sunshine roof, 4 interior lights, lady's vanity mirror in rear, cocktail cabinet, occasional tables, concealed foot rests and glove pockets, cigar lighter, centre arm rests in rear, ride control; finished black with silver grey upholstery and lambs wool carpet to tone; perfect Rolls-Royce history; whole car practically as new; £2,575, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. [C2001]

CASS'S MOTOR MART require good Rolls-Royce—5, Warren St., W.1. Eus. 4110-5523. [W1040]

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces—33, High Rd., Byfleet, Surrey, Byfleet 5101. [W1091]

XXX Excellent cash price offered for good Rolls-Royce.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

WANTED, Rolls Phantom I or 20/25 open 2- or 4-seater, any condition.—3, The Grange, Guildford Rd., Guildford 4882, evenings. [B922]

ALPE & SAUNDERS, Ltd. require Rolls-Royce Limousines. Good prices for cars in above average condition.

A & S Ltd. Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1006]

MASCOT MOTORS, Ltd. offer best prices for Rolls-Royce cars—237, Kensal Rd., London, W.10. Ledbrooke 1281-2. [W5007]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex, Crawley 437. [C1050]

Rolls-Royce Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING, overhauls, accident work.

COACHWORK, reculicusing, trimming, etc.

SPARES service.—Fla. 2225 (7 lines).

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CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE—Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [B614/R]

ALL spares, new and secondhand, for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lcy. 3562. [C004/R]

ROVER 10, 12, 14, 16, 20

SEYMOUR & CLEMENTS, Ltd., offer:—
1947 Rover 12RT de luxe saloon, heater, excellent tyres, beautiful condition throughout; £1,255.—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. [C4007]

ROVER '46 16hp saloon, perfectly maintained; £295.—Carr Bros., Purley, Surrey. [C1041]

AZ MOTORS offer 1955 12 sports saloon, one owner, new tyres; £225.—Falmers Rd., N.W.5. Mal. 4723. [C1011]

1947 Rover 16 4-light saloon, original throughout, excellent performance; £345.—R.L.H. Motors, Ltd., 601-608, Kings Rd., S.W.6. Renown 4482/6647. [B8125]

1947 Rover 14 6-light saloon, one owner, since new and in Rover condition, genuine mileage only 35,000; £355; exchanges, terms.—Pinner Motor Co., Ltd., Pinner 456. [C3105]

ROVER 60

HENLYS offer with 4 months' guarantee:—
1957 Rover 60 saloon, black with tan interior; £1,165.

HENLYS, Ltd., Henly Corner, North Circular Rd., N.W.11. Finchley 0081/9782. [B887]

1956 model Rover 60, black with green; £1,025.—Robbins, East Putney, Tel. 7861. [C3010]

1954 (April) Rover 60 saloon, 26,000 miles; £795.—Heard Brothers, Broad Quay, Bideford, [B7725]

1954 Rover 60 de luxe saloon, black and red, excellent condition.—Grosvenor Motors, Rhyll, N. Wales, Tel. 1580. [B7538]

1956 (August) Rover 60 saloon, cream, red interior, under 12,000 miles, one owner, superb condition.—D. Malcolm (Leigh-on-Sea), Ltd., 939, London Rd., Leigh-on-Sea, Essex. Leigh-on-Sea 72807. Tel. [B921]

ROVER 75

WARWICK WRIGHT, Ltd., offer:—
1957 Rover 75 saloon, grey, grey upholstery, radio and heater, 4,000 miles; £1,350.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 9050. [C0465]

HENLYS offer with 4 months' guarantee:—
1955 Rover 75 saloon, black with red interior; £975.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [B887]

WM Welbeck Motor proudly offer a superb Rover 75 at a remarkably reasonable price:—

(reg. Oct. 1955) Rover 75, grey, centre gear change, mileage 35,000; £765.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139. [C0409]

1957 model Rover 75, black, radio, heater, one owner, immaculate condition throughout; £825.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, Mitcham 5281-2-3. [C4067]

1955 model 75 saloon, heater, fog lamp, spare washer, superb; £965.—Robbins, East Putney, Tel. 7861. [C3010]

1952 Rover 75 saloon, one owner, low mileage; £575.—Barnes, 315, Finchley Rd., [C1142]

ROVER 75 1951, low mileage, heater, radio, all extras, one owner, immaculate and faultless; £895. [B939]

1956 Rover 75 saloon, 9,000 miles only; £1,125.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 760. [C1027]

1955 Rover 75 saloon, birch grey with red upholstery; very good order throughout.—Newbury Motors, Ltd., Halesowen, Worcs. Halesowen 1641. [B838]

ROVER 90

G. S. HALL offer:—
1956 Rover 90 saloon, blue with blue leather, bucket seats, several extras, one owner, Rover maintained, 12,000 miles, unmarked; £1,195.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

R & G TIMMS offer:—
1955 (July) Rover 90 saloon, black with beige interior, heater, washers, town and country tyres, underserved from new, one owner, complete overhaul 4,000 miles ago, a most beautiful car; offered with full guarantee at £995; terms and part exchanges.—28-50, High Town Rd., Luton 5954-5. [C4129]

K. J. MOTORS, Ltd. offer:—
1957 dual grey/red leather, low mileage, as new; £1,365.

1955 choice of three, all fitted radios, and all one owner vehicles, in immaculate condition from new.

K. J. MOTORS, Ltd., Bromley, Ravensbourne 3456. [B809]

WORKING MOTORS, Mercedes distributors.

1956 Rover 90 saloon de luxe, overdrive, radio, 10,000 miles only, black and blue; £1,225.—Maybury Hill, Woking 4277. [C4067]

1958 (Model) Rover 90, immediate delivery.

1958 Rover 90, overdrive, 800 miles only; £1,440.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4875-4. [C2110]

1956 Rover 90, radio, overdrive, low mileage, immaculate, choice of 2; from £1,125.

1954 Rover 90, radio, one careful owner, optimum condition throughout; £825.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18, Rusholme 297-8. [C2111]

1956 Rover 90 saloon, one owner, black with grey interior; £1,175.

PASS & JOYCE, 184, Great Portland St., W.1. [C3039]

ROVER 90, 1955, black; £300 seen any time.—Tel. Mr. Clarke, Enf. 5353. [B714]

1955 Rover 90 saloon, green, radio, covers, one owner; £1,055.

1956 Rover, ivory, overdrive, one owner; £1,238.

1955 Rover 90, 1957 features, black and red; £1,065.—Odeon Motors Ltd., Bar 1144. [C3008]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 90

1954 Rover 90 saloon, fitted radio and heater: £875.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Essex. Tel. 121. (C3038)

1954 Rover 90, black, green hide, radio and heater: £795.—Central Newbury Motors, Ltd., Newbury 2000. (C1157)

1954 Rover 90, choice of 2, black/red and green/green, both low mileage and in first-class condition: £885.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel. 7460.

1955 Rover 90 saloon, heater, screenwashers, 19,000 miles, superb: £1,035.—Robbins, East Putney, Tel. 7891. (C3010)

1955 Rover 90, dual green, green hide, heater and radio: £985.—Fidler of Coombe, Kingston By-Path, S.W.20, Malden 3666-7. (C3113)

1955 Rover 90 saloon, radio and heater, low mileage, immaculate condition: £965.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3165/1161. (C3098)

XXX 1957 model Rover 90 saloon, overdrive, heater, separate front seats, speedo reading 6,000 miles, a superb and immaculate one-owner car, written guarantee: £1,345, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C2003)

1956 Rover 90 saloon, finished in fawn with red interior, an extremely attractive car fitted with bucket seats and overdrive, heater, electric clock, screen washers, sliding roof, thoroughly well maintained: £1,185; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, W.1. 5611. (C2001)

ROVER 105

GREENHILL MOTOR CO. offer:—

1957 (December) Rover 105R, works mileage only: £1,625, £200 under list price.—Marsh Rd., Pinner, Middx. Pinner 9898. (C2125)

CHARLES FOLLETT, Ltd. offer:—

1957 Rover 105 R automatic gear box saloon, French grey, one owner, radio, genuine 1,000 miles only: 6 months' guarantee: £1,425.

SHOWROOMS, -18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Eglon Ave., W.9, Cunningham 5936. (C2010)

1957 105R de luxe saloon, black/red upholstery, one owner, as new: £1,495.

K. J. MOTORS, Ltd., Bromley, Ravensbourne 3456. (8911)

1957 Rover 105R, fully automatic de luxe model, 6,000 miles only since new, and in as brand new condition throughout, finished unmarked dark grey with maroon upholstery, a very fine example of this Rover model and highly recommended at £1,535.

CONNAUGHT ENGINEERING, Portsmouth Rd., Bex. Tel. Ripley 3122. (C1132)

ROVER 90, 75, 90 and 105 Wanted—21, Spencer Rd., Epsom, Surrey. (8855)

ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

LAND-ROVER

E **EVANS (WIMBLEDON)**, Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5. (0195/R)

HENLYS offer with 4 months' guarantee:—

1956 Land-Rover, long wheelbase, hard top, sun roof, heater, sliding division, grey with green interior, one owner: £1,325.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station), Euston 1966. (8994)

1957 Land-Rover, under 10,000 miles, carefully maintained: £1,495.

JACQUET, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2043)

1956 (Aug.) Land-Rover 88 with heater, under 5,000 miles, one careful owner: £535.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.3. Mac. 3363 or 169, Fulham Rd., Chelsea, S.W.3. Knt. 4733. (C3028)

1955 Land-Rover, also 1951 model.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1954 long wheelbase Land-Rover, good condition: £285.—Epps Bros., Farnborough, Kent 5511. (C2122)

395 gns.—Land-Rover November 1955, heater, flashlights, carefully used; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer a selection of used long- and short-wheelbase Land-Rovers with six months' guarantee; also all new petrol and diesel Land-Rovers for immediate delivery: h.p. and part exchange facilities.—South Woodford, London E.18. Wanstead 6644. (C2039)

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, pay top prices.—South Woodford, London, E.18. Wanstead 6644. (W2039)

ROVER MISCELLANEOUS

H **HENLYS, Ltd.**

E **ENGLAND'S** largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444).

M **MANCHESTER** (Blackfriars 7943).

C **CAMBERLEY** (Camberley 2677/8/9).

H **HOUSLOW** (Houslow 3454).

F **FINCHLEY** (Finchley 0081).

(0029/R)

ROVER MISCELLANEOUS

BEARDS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0260/R)

CAMDEN MOTORS, specialists in high-class used Rovers, a fine range of all models, 90, 75 and 60 saloons, earlier post-war 10, 12 and 14; call, write or phone for fully descriptive priced catalogue.

C **Leighton Buzzard 2041**. Open until 6 p.m. Terms, exchanges. (C1035)

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XXX Excellent cash price offered for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

ROVER SPARES AND SERVICE

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley, Ravensbourne 3456. (0961/R)

GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.3. Gulliver 4604. (0582/R)

EVANS (WIMBLEDON), Ltd., area dealers for 3 Wimbledon and district: -131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. (0147/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spare and specialised service.—Tel. Datchet 51. (0047/R)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stocks available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. (0556/R)

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A **ANTHONY CROOK**, Simca distributors, offer all the latest type new cars from stock and choice of 8 used Simcas; for example, 1955 Aronde 80 m.p.h., 37 m.p.g. one careful owner who has been driving cars since 1905 and has kept this one in exceptional condition: £565.

A **ANTHONY CROOK MOTORS**, High St., Esher 4580. (C1063)

H. C. PAUL, Ltd.

1957 Simca Elysee de luxe saloon, blue, trimmed in English leather upholstery, carpets, aero seats, one only available, unregistered: £875.—32, Bruton Place, W.1. Mayfair 0621-2. (C3040)

MOST 1958 models on show, also a selection of guaranteed used Simcas; we shall be pleased to quote you before purchasing a new Simca.

HUXFORD & SON, Ltd., Simca dealers, The Fairway Garage, West St., Portchester, Hants. Cosham 7670. (C2147)

SIMCA Aronde and Vedette models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. (0686/R)

1955 (August) Simca Aronde saloon, one private owner, A.A. examinations: £495; exchange, h.p.—11, Perrywood, Prestwich, Manchester. Tel. Prestwich 2071. (C2062)

S **Simca** Aronde, first reg. Aug. 1955, this motor car has new tyres, has been repainted this month grey, as original and was works checked at Wembley in October, when it was passed as in perfect order: £550.—Gordon Sudworth, Ltd., Somerset Rd., Mouldgreen, Hudds. Ford dealers. (8696)

Simca Cars Wanted

A **ANTHONY CROOK**, largest cash buyers.—Esher 4580. (W1063)

1955 and later models urgently wanted.—35, Kingston St., S.W.1. Belgrave 3711. (W3045)

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

SINGER

W **HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1957 Singer Gazelle saloon, grey/blue, with red upholstery, heater, screenwashers, 19,000 miles, very low mileage, first-class condition; £765; hire purchase facilities available.

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

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1947 Singer 9 sports tourer, full 4-seater, late property of professional man: £295.

DICKS CAR SALES, LTD., Exeter Rd., Kilburn, N.W.5. Tel. Gladstone 7125. (C1072)

J. DAVY, Ltd., Rods. Agents.

1957 Singer Gazelle, series I saloon and convertible, new and unregistered at substantial saving.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompden Rd., S.W.3. Knt. 4215. (C1069)

WARWICK WRIGHT, Ltd. offer:—

1957 Singer Gazelle saloon, blue and black, red upholstery, radio and heater, 3,000 miles, £835; another in grey, similar mileage.

1957 Singer Gazelle convertible, grey, red upholstery, heater, 6,000 miles, £895; another in grey and red, similar mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C3045)

SINGER Gazelle convertible, April 1957, black and green, 6,000 miles; £825.—Hove 33077. (8897)

WM Welbeck Motors—largest Singer dealers in the country—offer:—

1957 Singer Gazelle convertible, dawn mist and summer blue, heater, mileage only 9,000, as new, supplied and maintained by this company: £795.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

1955 Singer Hunter, excellent condition throughout, bargain at £585.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow. Tel. 6225/6. (0048/R)

SINGER

1956 (November) Singer Gazelle, many extras, including bucket seats, heater, etc., very low mileage, grey with red interior, extremely smart car: £775.—Maythorpe Motor Co., Sydenham 6327. (C3135)

1957 Singer Gazelle convertible, blue/grey, £75 reduction, new and unregistered: £825.—Shalles Eng. Co., Whyteleafe Station, Surrey. Uxbridge 6987. (C4116)

£745 Singer Gazelle 1957 model, an immaculate four-door de luxe saloon, very carefully used and almost equal to brand new throughout, one owner, genuine reason for sale; 400 other cars available, write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 6 p.m. Terms, exchanges. (C1035)

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

Singer Spares and Service

SINGER spares mailed by return; trade or retail.

B. & H. MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2231. (81020)

LANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531. (0911/R)

THE Singer agents for spares, service, repair.—Automotors, Ltd., Lowthorpe Garage, Ferry Rd., Barnes, S.W.14. Riverside 8291. (10754/R)

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Districts: Salford, Farns, Ltd., Bradshawgate, Bolton (4080), and 178, Deansgate, Manchester (Deansgate 4507/8). (0740)

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MOTORS offer:—

£225—Morgan 4-4 10hp open sports 2-seater, cream and green.

£215—M.G. 10 TA open sports 2-seater, cream and red.

£198—M.G. 10 TA open sports 2-seater, red.

£155—M.G. 8 PA open sports 2-seater, red.

£155—M.G. 14 NA Magnette open sports 4-seater, red.

£155—M.G. 12 NA Magnette open sports 4-seater, just rebored and not yet run in.

£155—Vale special fitted Ford 10 engine and 4-speed box, Aquaplane twin carburetors, HC head, etc.

£85—Sunbeam 3-litre speed saloon, grey.

£75—B.S.A. Scout 10 open sports 4-seater, green.

£65—Ford 8 sports 4-seater, red.

£55—Hadfield Special 8hp sports 2-seater, blue.

M **Many others**, easy terms.—B. & G. Motors, 194-3, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

ROSE & YOUNG, Ltd. offer:—

D **-type Jaguar**, owned only by Jaguar Cars Ltd., immaculate condition: £1,995.

C **-type Jaguar**, most successful car, full road equipment including hood, fitted overdrive, several hundred pounds recently spent on this machine, bike available: £925.—65-69 St. John's Ave., Streatham Hill S.W.3. (1 min. Streatham Hill Station). Tulse Hill 6454. (C3057)

ROWLAND SMITH'S for sports cars.

745 gns.—M.G. A 1956 2-seater, glacier blue, grey leather, heater, screenwashers, sliding Perspex sidecreens, tonneau cover, luggage carrier, Michelin X tyres, one owner, excellent condition.

545 gns.—M.G. Midget November 1954 TP 2-seater, one owner; exceptional.

395 gns.—Fraser Nash-B.M.W., registered 1953 1½-litre special aerodynamic super-sports, 2-seater by Williams & Pritchard, silver grey, blue leather, distinctive model.

395 gns.—Singer 1500 1954 4AD 2 4-seater sports roadster, Coronation blue, glass sidecreens, carefully used.

265 gns.—Sunbeam-Talbot 1946 2-litre sports tourer, bronze, brown leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

CRESSCARS, Ltd., for best sports cars.

JAGUAR XK120, 1951, first-class in ivory, 8:1 comp. high lift cam, Michelin X, etc., good light and very fast XK: £519.

H **HEALEY** 2.4 Westland super sports 4-seater, mint condition, in grey and black, vinylid hood, superb car in every way: £419.

O **HALEY** 2.4 super sports 4-seater, 1947, first class, in duo grey, heater, vinylid hood, similar to the Healey above but 5 years less young: £339.

M **G. TB Tickford** coupe, 1959, quite outstanding, in very considerable condition, recently carried out, new hood, tyres, etc., fine example: £279.

M **G. 1½-litre YB saloon** 1950, quite first class, in green, very much better than average specimen of this deservedly popular sports saloon: £396.

M **G. TC 1949**, carefully used and maintained in super condition, immaculate and unmarked red cellulose and interior, telecontrols, 16in rear wheels, first-class mechanical condition, an outstanding and beautiful TC: £398.

MORRIS Minor convertible, 1950, very well maintained in black with excellent beige interior, P.V.C. hood, very much better than average in every respect: £339.

A **ND** very many others.

CRESSCARS, Ltd., 158, High Rd., E. Finchley, London, N.2. Tudor 9272. (C1125)

FOIL sale, 1,750cc Alfa-Romeo chassis complete with supercharger, also complete spare parts.—Hascher, Cismatlaan, 14, Arnhem, Holland. (8956)

£265—Alvis 12/70 1950 sports saloon, heater, excellent history: £225. Jaguar 1½ 1940 sports saloon, heater, outstanding: £195. Singer Le Mans 2-seater, racing blue, mint condition: £165. B.S.A. Mark VI 1940 2-seater, credit facilities.—The Hyde Motor Co., Colindale 7598. (C2135)

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SPORTS CARS

LEC

1954 (September) Sunbeam Alpine Special, two private owners, authentic 19,000 miles, like new throughout, equipment includes radio, heater, overdrive, revolution counter, special cylinder head, carburation and heavy duty clutch, new cost approximately £1,440; cost to-day £740; terms exchange—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 9464/6974.

J. DAVY, Ltd., offer:—

SWALLOW DORETTI 1955, overdrive, heater and many extras, one owner, superb condition; £745.
TRIUMPH TR3, registered April '57, heater, 7,000 miles, comprehensive guarantee; £775.
SUNBEAM Alpine 1953, one owner since new, 28,000 miles; £585.
HEALEY Tickford saloon, 1952, 8 owners, heater, 27,000 miles, restamped and interior as new; £595.
180—194, Kensington High St., W.8. Wm. 7181.
215, Brompton Rd., S.W.3. Kni. 4215. (C1069)

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EASILY the most comprehensive selection of guaranteed cars, as inspection will prove.

RENAULT distributors in West London & Middlesex: M.G., Morris, Riley, Singer, Wolseley agents.

TERMS and conditions: expert staffed workshops for repairs, overhauls, renovations, hoods.

1958 M.G. Magnette, blue, £1,072; 1958 Wolseley 1500, green, new, £796.

1958 Dauphine, blue, new, £745; 1957 TR3, discs, 5,000 miles, specimen, £915.

1957 Healey, overdrive, wire wheels, radio, heater, ice blue; £595.

1957 TR3, overdrive, wire wheels, heater, spots, beautiful white showpiece; £845.

1957 M.G. A, 1,300 miles, as new, £865; 1957 Gazelle convertible, heavy duty, £845.

1957 Dauphine, sky blue, 2,500 miles, £625; 1956 M.G. A, radio, heater, blue, £795.

1956 TR3, white/red, wire wheels, overdrive, heater, X type, specimen, £745.

1956 Healey/BN2 Le Mans, radio, heater, beautiful ivory/red specimen; £865.

1956 XK140 drop head, 11,000 miles, specimen, grey/red; £1,285.

1956 series A.C. Aceca Regal, red, radio, heater, Alfas, Michelinis, £1,245.

1956 Minor convertible, unmarked beige, £495; 1955 Consul, spotless blue, heater, £555.

1955 XK140 drop head, overdrive, Michelinis, 8:1, superb B.R.G. specimen; £1,095.

1955 (September) TR3S, 6,500 miles, £2,345; 1955 XK140 roadster, superb B.R.G., £995.

1955 TR2, radio, heater, wire wheels, one owner, red showpiece; £655.

1955 TR2, superb red, extras, £645; 1955 (October) A30 4-door, grey/red, £445.

1955 (October) Minor convertible, black, £495; 1955 TR2, heater, B.R.G. specimen, £645.

1955 Lotus Mark VII, Climax engine, £585; 1954 XK120 drop head, ivory/red, £795.

1954 XK120 a.e. hardtop, ivory, £795; 1954 XK120 roadster, B.R.G. spotless, £585.

1954 TF, beautiful showpiece, £585; 1954 TF, black beige, Michelinis, £595.

1954 TF, one owner, grey, £575; 1954 Lotus/TF, nice B.R.G. specimen, £585.

1954 Healey/BN2 Le Mans, Royal blue, £635; 1954 Austin-Healey, green, excellent, £645.

1954 TR2, white, overdrive, heater, £595; 1954 (October) XK140 sports, B.R.G., £495.

1954 XK120 special equipment roadster, £695; 1953 TD, grey/red, extras, £480.

1953 Dellow/Ford, 2-seater, red, £275; Cooper-J.A.P. Mark VII, fully prepared, £185.

1953 Renault 750, checked throughout, £275; 1952 XK120, nice green specimen, £555.

1952 Jaguar Mark VII, black, radio, heater, £565; 1952 (October) A30 sports, B.R.G., £495.

1952 TD, red/beige, extras, £445; 1951 Silverstone, green/red, £525.

1951 Allard 72, grey, wire wheels, £495; 1951 Chevrolet Styleline, radio, heater, £445.

1951 Jaguar Mark V drop head, grey, £365; 1951 XK120, red, nice car, £545.

1951 Javelin, luxury grey, £375; 1951 Singer Lincoln, reconditioned engine, £295.

1951 Lincoln convertible, all electric, £695; 1950 Daimler Consort, one owner, £425.

1950 Minor convertible, fawn, radio, £345; 1949 TC, exceptional, black specimen, £425.

1949 Triumph 2000 Roadster, black, £415; 1949 2000 Roadster, engine 1,500 miles, £395.

1948-9 Packard Clipper convertible, £395; 1949 H.R.G. 1½-litre 2-seater, B.R.G., £595.

1948 Delahaye 155M coupe, specimen, £465; 1948 Allard 72, grey, wire wheels, £495.

1948 Triumph 1800 saloon, black, £335; 1948 Triumph 1800 Roadster, ivory/black, £395.

1948 Healey saloon, exceptionally pretty, £365; 1948 Healey Duncan, wine & blacuit, £345.

1948 Riley roadster, green, l.h.d., £345; 1948 Alvis TA saloon, exceptional, £345.

1947 M.G. V saloon, dual green, £335; 1947 M.G. Y saloon, reconditioned engine, £385.

1947 Riley 2½-litre saloon, black, £345; 1946 TC, nice black example, £355.

1947 Sunbeam-Talbot, drop head, £265; 1946 Talbot, blue, fair, £145.

1946 Allard 72, grey, wire wheels, £495; 1939 TB 2-seater specimen, black, £235.

1939 Mercedes-Benz 2-seater G.H. undergroomed, rebuild, £345; 1938 VA 1½-litre tourer, green, £225.

1938 SS100 2-seater, blue, £295; 1938 SA 2-litre drop head, £155.

1937 Bentley Mulliner saloon, superb, £495; 1937 TA, blue, tidy car, £225.

1937 TA, blue, average, £225; 1937 Horch 3½-litre convertible, B.R.G., £265.

1937 SA 18hp saloon, ivory, £115; 1936 Mercedes 500K cabriolet, blue, £325.

1937 Mercedes 500K convertible, £395; 1936 Mercedes-Benz 1.6, blue, £80.

1936 Singer Le Mans, red, tidy, £80.

1936 Lagonda LG45 saloon, black, £95; 1935 Singer Le Mans, tidy, £185.

1935 Singer roadster, one owner, £165; 1935 PA 2-seater, spotless red, £225.

1935 PA/Ford 10 engine, 2-seater, £175; 1935 Bentley, Red Label tourer, B.R.G., £215.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. (C3041)

SPORTS CARS

THE CHEQUERED FLAG.

(SPORTS CAR SPECIALISTS), Ltd., proudly offer:—

AN incomparable selection of hand-picked sporting vehicles at realistic prices.

£1165—Cooper-Jaguar 1954 competition 2-seater, D unit, Webers, discs, etc., overhauled.

£1165—H.W.M. Jaguar, 1955, aerodynamic 2-seater, de Dion, Webers, etc.

£1165—Ace-Bristol 2-seater, immaculate red, overhauled BS1 unit.

£1165—Austin Martin DB2 drop head, maroon, Vanage unit, Alfins, radio, heater, etc.

£995—Fraser Nash 1953 competition 2-seater, red trimmed and road equipped.

£795—Fraser Nash 1952 lightweight Le Mans Replica, grey, unit to BS4 standard.

£795—Triumph TR3 1956 2-seater, spotless red 3-speed overdrive, etc.; another, beige.

£795—Jaguar XK120 drop head 1954 series, overdrive, chrome wire wheels, X type, heater.

£765—Lester Climax 1955, fixed head coupe, B.R.G. ideal club use.

£765—M.G. A, 1956 2-seater, black, radio, heater, spots, X type, etc.

£765—Fraser Nash 1951 Le Mans Replica, B.R.G. superb car, new gear box.

£755—Austin-Healey 100M 1955 2-seater, dual red-black, fully modified, many extras.

£695—Austin-Healey 100 1955 2-seater, ice-blue, overdrive, etc., low mileage.

£695—Cooper-Bristol 1954 competition 2-seater, B.R.G. reconditioned BS1 unit.

£645—Austin-Healey 100 1954 2-seater, green, one owner, overdrive, heater.

£625—Triumph TR3 1956 2-seater, red, fitted radio, heater, X type, spots, rear seat.

£595—M.G. TF 1954 2-seater, green, with Laystall head; also another, red, specimen, £625.

£585—Lester-M.G. 1955 1½-litre competition 2-seater, green, very potent.

£565—Morgan + A. Telford-engined 1955, 2-seater, dual red and black, very fast.

£565—Jaguar XK120 1951 Roadster, superb example in green with new grey hood, etc.

£525—Kieft 1,000C Climber, 1935 1½-litre, aerodynamic fibreglass body, road equipped.

£495—Jaguar XK120 1951 roadster, ivory with red leather, heater, washers, etc.

£495—Lotus-M.G. 1955 Mark VI 2-seater, recon. works unit, very fast.

£485—M.G. TD 2-seater, spotless white; another red, 1500 unit, £465.

£465—Healey Silverstone 2.4-litre, D-type, very fast, red, grid, spots, etc.; another grey.

£445—Berkley, almost new, 4,000 miles only, red with grey upholstery.

£395—Alfa-Romeo 1.750 blown Zagato 2-seater, red, mini condition.

£385—M.G. TC 1948, choice 2, green or red, both first-class.

£375—Triumph 1800 Roadster, superb in black, new hood and tyres, choice of 2.

£345—Austin Martin Climber, 1935 1½-litre, ex works, 2-seater, B.R.G. engine rebuilt.

£345—M.G. TC 1947, mechanically excellent, smart appearance, choice of 2.

£335—Delong 2-seater, blue, recent recon. 1,172 unit, another, grey, £325.

£325—Morgan 4/4 10hp 2-seater 1946 (Nov.), blue, very nice car.

£315—M.G. TA Tickford 10hp 2-seater, drop head, green, bills for £400 spent.

£295—Riley Imp 1955 9hp 2-seater, white with red 4 Annals, another, blue.

£295—Jaguar SS100 2-litre super sports 2-seater, cream; another, blue, £275.

£295—Singer 1951 1,000C sports roadster, red, economical.

£265—M.G. TA, 1936-8, choice of 4, various colours, above average.

£245—Morgan 4/4 1940 10hp 2-seater drop-head, black; also 1938 2-seater, red.

£225—M.G. K3 supercharged 1100 2-seater, red, rebuilt 1950.

£225—Amical, Pettit Sports, blue, beautifully restored.

£215—M.G. PB 1936 9hp 2-seater, black, enthusiastic car.

£195—M.G. TA special 1½-litre 2-seater, overdrive, rear, twin spares.

£185—M.G. PA, red, beautifully maintained, new tyres; also 2d, red, £165.

£185—Austin Nippy 1937 7hp 2-seater, blue, delightful little car.

DEFERRED terms, insurance: written guarantee and part exchanges a pleasure.

HIGHEST cash prices paid for sports and competition cars.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4, Chiswick 0558 and 2619, 100 yards from Chiswick Park Tube Station, 9 a.m.-5 p.m. week-days. (C1124)

CHARLES SIMPSON MOTORS—Small selection of our large comprehensive stock.

A HEALEY 100, '54 black, 26,000 miles, r/h; £729

A Healey Tourer, 47, 2½-litre Riley engine, green; £349

BUCKLER, '56, competition, engine tuned, 2-str.; £369; Morgan 4x4 red, '47, 2-seater; £349.

'54 JAG. XK120 2½-litre, '47, 2-seater, pale green; £799; Jag. XK120 sports, '51, high axle ratio; £659.

'51 M.G. TD, black and white, reconditioned Stage 1 engine; £459; TC, '48, overdrive rear wheels; £399.

M.G. J2, '33, red, excellent condition; £159; M.G. Special, 47, short chassis, Magnette engine and gear box; £139.

TR3: 1959: TR2, 55 wire wheels, Mich. X, ivory; £689.

CHARLES SIMPSON—Sports Car Specialists—will pay best prices for sports cars in good condition.

CHARLES SIMPSON, Staples Corner, Hendon, N.W.2. Oldstone 0164-6 & 1981. (C3028)

FRANCIS 4AB 4-seater tourer, 1951, two owners, many extras, unquestionably fine; £295; terms, exchange.

—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3045)

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

Sports Cars Wanted

WANTED urgently, M.G., all types; Morgans, all types; XK120s; in fact almost any sports car that are in good condition; we pay high prices for good sports and sports-racing cars.—Bayhill Cars, 57, St. Georges Place, Cheltenham 54914. Open 9.30-7.30 p.m. (8890)

Sports Cars Spares and Service

TUNING repairs unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. (0753/R)

STANDARD 8

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1956 Standard 8 saloon, grey, heater, in excellent condition; £435.

1957 Standard 8 Gold Star saloon, green, heater, screenwasher, low mileage; £550.

BERKELEY Square, London, W.1. Grosvenor 4343. (8805)

1955 Standard 8, finished blue, in excellent condition; £395.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2654-5. (C1129)

1957 (April), screen washer, over carpets, 10,000 miles, superb; £500.—Barnes, S.W.13. (C1129)

£435—1955 8hp saloon, nominal mileage, excellent.—Robbins, East Putney, Tel. 7881. (C3010)

1955 Standard 8 saloon, black, heater, immaculate condition; £425.—Hale Motors, Tot. 7771. (C3077)

1954 Standard 8, radio, heater, guaranteed; £375; payments—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3089)

1954 (late) Standard 8 saloon, radio, heater, small mileage; £425.—Barnes, S.W.13, Finchley Rd. N.W.3. Hampstead 2221. (C1144)

375ms.—Standard 8, 1954 model saloon, grey, very good condition; terms and exchanges.—Rowland Smith, below.

245ms.—Standard 8, 1947 saloon, grey, sliding head, unmarked, choice of 2, terms exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1129)

1957 (April) saloon, 6,000 miles, taxed; £510.—Dalston Motors, Ltd., Kingsland High St., London, E.8. Chisold 4943. (7848)

1956 (August) Standard Super 8, blue, heater, one owner; £470.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. (C4067)

1955 Standard 8 4-door saloon, excellent condition, guaranteed; £395; exchanges, terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.8. Park 5704 and 5968. (C3034)

TANKARD & SMITH, Ltd., offer 1955 Standard Eight, blue/blue, heater, one owner, low mileage, excellent condition; £440; three months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4401. (C4023)

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

STANDARD 10

L. F. DOVE, Ltd., offer:—

1956 model Standard Good Companion, green, heater; £575.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. (C1077)

GORDON & GLYNNE, Ltd., offer:—

1957 Standard 10 Standard 2-pedal control, 7,000 miles; £585.—79, Cadogan Lane, Sloane Sq., S.W.1 (2 mins. Sloane Sq. Tube), Sloane 8326. (C3075)

H. A. SAUNDERS, Ltd., offer:—

1957 Standard Super 10 saloon, fawn, red upholstery, recorded mileage 692, heater; £610.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5239 (3 lines). (C4098)

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Standard 10 saloon, blue and grey, red upholstery, heater, 18,000 miles; £475.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4046)

1957 Standard Super 10, excellent; £485

JACK WILLIAMS MOTORS, Ltd., 149, Priory Rd., Hornsey, N.8. Mountview 5228. (C4111)

STANDARD 10 de luxe (as new), mileage 180; £593.

SMITH'S MOTORS, Dovercourt. Tel. Harwich 701.

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1957 Standard Super 10 saloon, green, red and beige trim, heater, windscreen washers, mileage under 2,000, as new; £645.

1955 (Sept.) Standard 10 saloon, green, lower covers, heater, wing mirrors and other extras, in excellent condition; £465.

BERKELEY Square, London, W.1. Grosvenor 4343. (8806)

1955 Standard Super 10, grey, heater; £485.

(Nov.) Standard Super 10, black, heater, one owner; £555.

(Nov.) Standard Super 10, grey, heater, one owner; £550.

(Nov.) Standard Super 10, grey, heater, one owner; £535.—Odeon Motors, Ltd. Bar 1144. (C3028)

£475—1955 heater, roof-rack, 19,000 miles, excellent.—Robbins, East Putney, Tel. 7881. (C3010)

Standard 10 saloon, blue, heater, lovely condition; £

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD ENSIGN

1957 (November) Standard Ensign, black with red heater and screen wash, 2,000 miles only, used only by ourselves, list price over £340, offered at a saving of nearly £100; £250.—Harry Kitchener, Ltd., 180, Goldington Rd., Bedford. Bedford 68216. [8780]

STANDARD 12

165 gns.—Standard 12 November 1939 de luxe saloon, sliding head, leather, i.l.s., very good condition, terms, exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

STANDARD VANGUARD

L. F. DOVE, Ltd. offer:—
1951 Vanguard saloon, one owner; £350.—L. F. Dove, Ltd., 69, Broadway, Wimbledon. S.W.19. Tel. Liberty 4456. [C1077]

BROWN'S GARAGE (LOUGHTON), Ltd.
1956 Standard Vanguard, Diesel saloon, heater, overdrive, radio, low mileage; £695.—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 4262. [C1034]

WEYBRIDGE AUTOMOBILES offer:—

1957 August Vanguard Phase III saloon de luxe, beige/apple green with beige interior, one owner, 4,000 miles only, condition equal to new; £625.—WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2233. [C4094]

HENLYS offer with 4 months' guarantee:—

1956 Standard Vanguard saloon, Phase III, heater, blue with beige interior; £745.—HENLYS, Ltd., Henly Corner, North Circular Rd., N.W.11, Finchley. 0061/3762. [8896]

D. J. SHEPHERD & Co. (ENFIELD), Ltd. offer:—

1949 Standard Vanguard saloon, good condition throughout; £235.—D. J. Shepherd & Co. (Enfield) Ltd., 436 Brentford Rd., Enfield. Howard 1631. [C4009]

BERKELEY SQUARE HOUSE GARAGE, Ltd. offer:—

1957 Vanguard saloon, dual colour, green/beige, radio, overdrive, heater, screenwasher, in immaculate condition; £775.—BERKELEY SQUARE, London, W.1. Grosvenor 4345. [8804]

1955 Standard Vanguard Phase II saloon, colour grey, fitted with heater, very well kept; £525.—Standard Vanguard Phase III saloon, electric overdrive and heater, splendid dual colour bodywork; £775.—

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1956 Vanguard utility, blue, 21,000; £665.—Palmer Green 1441. [C3120]

1950 Vanguard, excellent condition throughout; bargain, £300.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1955 Standard Vanguard saloon, heater, leather in very good condition throughout, one owner since new; £545; below.

1951 Standard Vanguard, heater, radio, in very good condition throughout; £339.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1954 Standard Vanguard Ph. II, black and grey, red interior, heater, spotless condition; £495 or terms.—Hillwood Motors, Mill Hill (London) 6232. [C2106]

£349—1950/51 Vanguard, comet blue, heater, etc., carefully maintained, any trial.—G. F. (Balham) Ltd., 26, Balham Hill, S.W.12. (100 yards Clapham South Tube), Balham 1107. [C2028]

1952 Standard Vanguard saloon, colour grey with red interior, immaculate paintwork and chrome, excellent tyres, fitted H.M.V. radio, overdrive, etc.; offered at £395.—Poland Street Garage, Gerrards 9010. [8720]

395 gns.—Standard Vanguard 1953 Phase II saloon, leather, one owner, very good condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1955 grey, red interior, low mileage for this excellent engine, heater, wing mirror, screen washers, not used commercially, really genuine car; £645, written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Standard, —H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. [W2003]

Standard Spares and Service

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds. Tel. 34151 (5 lines). [8301/R]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [8359/R]

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reconditioning.—Putticks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [8253/R]

HALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—514, Regent Park Rd., Church End, Finchley. Finchley 0002/R. [C4018]

STUDEBAKER

SCOTT CARS offer:—

1955 Studebaker Commander, radio, heater, overdrive, and right hand drive, in immaculate condition, absolutely as new; £850.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1952 Studebaker convertible, radio, heater, outstanding condition.

1940 Studebaker Champion saloon; £210.—Desborough Park Autos, High Wycombe 5113. [C1219]

STUDEBAKER

1955 Studebaker Commander, radio, heater, overdrive, roof rack, flitchholder, whitewalls, Rimblishers, unmarked, the finest in England; offers.—West Drayton 2769. [8861]

SUNBEAM

R ROOTES
HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C111/R]

METROPOLITAN MOTORS offer:—

1951 Sunbeam 90 saloon, heater, radio, one owner; £455.—Horn Lane, Acton, W.3. Acorn 5064. [C3090]

WORKING MOTORS, Mercedes distributors.

1955 Sunbeam Mark III, overdrive, Alpine mist, 19,000 miles, radio and heater; £665.—Maybury Hill, Woking 4277. [C4057]

HENLYS offer with 4 months' guarantee:—

1956 Sunbeam Mark III saloon, overdrive, heater, one owner, black with red interior; £945.—HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5741. [8888]

1955 (Sept.) Sunbeam Mark III saloon, grey/red, radio, heater, screenwash, 21,000; £795.—THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey Richmond 4822-3. [C1116]

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offer the following with the same as makers' six months' guarantee.

SUNBEAM Mk. III saloon, '55 series, gunmetal/red, fitted heater, radio, screen wash, o/riders, specimen condition; £825.

SUNBEAM-TALBOT Mk. IIA saloon, 1953, heater, carefully maintained; £595.

SUNBEAM-TALBOT Mk. IIA saloon, 1952, black, S red interior, radio, tuned engine; £545.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079]

MARK III saloon, April, 1955, colour black/red with red upholstery, overdrive, new battery, overriders, taxed, mileage 18,000, written guarantee; £550.

1954 screenwashers, taxed; £595.

1952 Sunbeam 90 saloon, Mark II, 2-tone grey, new tyres, mileage 30,000; £535.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

1955 Sunbeam Mk. III saloon, dark green, radio, heater, etc., 18,000 miles, one careful owner, superb car; £795.—Ivor Seal, Ltd., Western 2789. [C1114]

1955 Sunbeam Mk. III saloon, green, overdrive, radio, heater, one owner; £650.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. [C1135]

1955 Sunbeam Mk. III saloon, Alpine mist/red leather, Hartwell Stage GH 14 conversion, radio, heater, etc., coachwork unmarked, a really outstanding example, written guarantee; £765.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 3078; evenings and week-ends. [C1107]

1956 Sunbeam Mk. III saloon, heater, radio, overdrive, etc., exceptional condition; £895; 4 months' guarantee; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

WM 1957 Sunbeam Mark III, pale brown and cream, mileage only 7,000, heater, twin spots, as new; £1,025.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 113. [C4049]

1955 Sunbeam Mark III saloon, finished in grey, with grey leather interior, mileage guaranteed, one owner, heater, radio, clock, screen washers, sliding roof, Rimblishers written guarantee; £765.

well maintained; £835; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Sunbeam, —H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. [W2003]

URGENTLY required, 1947/57 Sunbeams.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

SUNBEAM RAPIER

TOM GARNER, Ltd. offer:—

1957 Sunbeam Rapier saloon, grey/black, 300 miles only; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

PHENIX for new-used Sunbeams.

£850—1956 (July) Sunbeam Rapier saloon, pearl grey and April yellow, heater, one owner, 19,000 miles, in immaculate condition.

PHENIX MOTOR Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

WARWICK WRIGHT, Ltd. offer:—

1957 Sunbeam Rapier R67 saloon, grey and blue, heater, 10,000 miles; £895.

1956 Sunbeam Rapier saloon, grey and honey beige, heater, 2,000 miles; £895.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. [C4045]

SUNBEAM Rapier, 1956, one owner, 8,000 miles, as new; £860.—Carr Bros., Purley, Surrey. Upl. 432. [C1041]

1956 Sunbeam Rapier, duo grey/blue, radio, heater, one owner; £895.—Odeon Motors, 124, Bar. 1144. [C3068]

1957 (November) Sunbeam Rapier, 600 miles only, undersealed, as brand new; £950.—Noel Bell Ltd., Putney Vale, S.W.15. Putney 7851. [C1153]

SUNBEAM RAPIER

1956 (April) Sunbeam-Talbot Rapier saloon, grey and blue, o/drive, w/washers, heater, 15,000 miles, one owner, in showroom condition; £890.—GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363 or 169, Fulham Rd., Chelsea, S.W.3. Knl. 4733. [T9028]

1956 Sunbeam Rapier, overdrive, twin spots, heater, immaculate, one owner, red and pale grey; £845.—Eaton Motor Co., St. Neots 5494. [C2114]

RAPIER R67 series, September, 1956, low mileage, 4 Corinth blue/dawn mist, radio, heater, overdrive, whitewall tyres, fog and reversing lamps, rad. blind, etc., first-class condition; £875.—19, Cannon Hill Rd., Coventry 67350. [8803]

Sunbeam Rapier Cars Wanted

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

SUNBEAM-TALBOT

ENGINES RECONDITIONED Ltd., offer

1950 Sunbeam-Talbot 90 saloon, heater, many extras; £415.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

B. J. HUNTER, Ltd., Austin agents, offer:—

1951 Sunbeam-Talbot 90 saloon; luxury car at bargain price of £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5305. [C3040]

1953 (November) Sunbeam-Talbot 90 saloon, 18,000 m., excep. cond.; £695.

TAYLOR & CRAWLEY, 42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 683. [C4036]

1952 Sunbeam-Talbot 90 saloon, red, fitted many extras, open to any test or trial; £479.—Val. 4674. [C3032]

1952 Sunbeam-Talbot 90 saloon, radio, heater, turbo discs, a really immaculate example; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1953 (October) Sunbeam-Talbot 90 Mark IIA drop head foursome coupe, radio and heater, superb car; £575.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2035]

1952 Sunbeam Talbot saloon, one owner, radio, heater; £525.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142]

1954 (March) Sunbeam-Talbot Mark IIA saloon, grey, red leather, radio, heater, etc., one owner, guaranteed 24,000 miles only; £695.

1951 (April) Sunbeam-Talbot Mark II saloon, grey, grey leather, fitted radio; £445.

GIBSON'S SPORTS CARS (CHRISTCHURCH), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1947 Sunbeam-Talbot 4-door saloon, extraordinarily well cared for car; £560.—Northwood Hills Motor Co., Northwood 3271. [C3039]

1951 Sunbeam-Talbot drop head coupe, grey.—S.W.7. Fremantle 5333. [C1083]

1950 Sunbeam-Talbot 90 drop head foursome coupe, fitted heater, price £375.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 5154. [C2099]

1950 Sunbeam-Talbot 90, radio, heater, two-tone grey, very attractive car; £425.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Bae. 3484. [8909]

1953 Sunbeam-Talbot 90 convertible, absolutely immaculate, low mileage, radio, heater; £575.

Premier Motors, 295, Lewisham High St., S.E.13. Tel. Le Green 1051. [C3039]

AZ MOTORS offer:—1951/2 Sunbeam-Talbot 90 saloon, fitted radio, heater, 34,000 miles, one owner only, exceptional bargain; £450.—Palmerston Rd., N.W.6. Mai. 4223. [C1011]

1951 Sunbeam-Talbot 90 sports saloon, original throughout, excellent performance; £435; another, £385.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Remown 4492/6647. [C3125]

£445! Sunbeam-Talbot 80 convertible 1950, black, hide, vinyl hood, very pretty and outstanding example, carefully used; eight post-war 90 saloons available 1949-1954; call wire, 'phone for details; 400 other cars available.

AMDEN MOTORS, Leighton Buzzard 2041. Open C until 8 p.m. Terms, exchanges. [C1035]

445 gns.—Sunbeam-Talbot 90 1952 model Mark II sports saloon, steel grey, sliding head, red leather, excellent condition; choice of 5; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£335—Sunbeam-Talbot 10, 1947, most exceptional, one owner since new, excellent tyres, heat extras, must be seen; many others; A.A. or R.A.G. exams. welcomed; exchanges, h.p.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7, (50 yds. Holland Park Tube). [C1017]

SUNBEAM-TALBOT 90 saloon Mk. II, registered Sept. 1951, and has all 1952 features, new engine 7,000 miles back, new radiator fitted, Michelin X tyres to rear and new Michelin tyres to front; fitted heater, beautifully finished in unsplashed maroon and grey duo-tone with beige hide upholstery, in wonderful condition for its year, and offered at the extremely low price of £455.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send. Tel. Ripley 3122. [C1132]

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. [W2003]

PRIVATE buyer requires good condition Mk. IIA Sunbeam.—Details, 29, Forest Close, Baughurst, Basingstoke, Hants. [8751]

WANTED, 1953 onwards Sunbeam-Talbot convertible or Alpine.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [W1024]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SWALLOW DORETTI

£700—1955, low mileage, silver grey, red upholstery, unique car in unique condition.—Wimbledon 2324. [9666]

JOHN BLAND for spares and repairs to pre-war Talbot cars. Talbot, 27, Southfields Rd., S.W.18. Vandike 1612. Tel. Gladstone 7175. [C1072]

TRIUMPH

DICKS
1949 Triumph 2000 Roadster, very attractive and immaculate car; £395.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072]

BENTALLS, Ltd.
1955 TR2, ivory, red leather upholstery, overdrive, heater, wire wheels, one owner, 15,000 miles; £725.—Kingston-on-Thames, Kingston 1001. [C1093]

PERFORMANCE CARS, Ltd.

1957 TR3, discs, 5,000 miles, specimen; £915; 1955 TR2, heater, B.R.G., specimen; £645.

1957 TR3, overdrive, wire wheels, heater, spots, beautiful white showpiece; £845.

1956 TR3, white/red, wire wheels, overdrive, heater, X tyres, specimen; £745.

1955 TR2, radio, heater, wire wheels, one owner, red showpiece; £685.

1954 TR2, white, overdrive, heater; £595; 1954 (October) TR2, heater, spots; £575.

1949 Triumph 2000 Roadster, black; £415; 1949 2000 Roadster, engine, 1,500 miles; £395.

1948 Triumph 1800 saloon, black; £355; 1948 Triumph 1800 Roadster, ivory/black; £395.

THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

CHIPSTEAD MOTORS, Ltd., offer:—

TR2, 1955, complete with hard top and hood, radio, pass lamps, heater, large brake drums, radiator blind, etc., ivory/red, low mileage; £665.

142, Holland Park Ave., W.11. Park 3445-6. [C1046/1]

1956 Triumph TR3, green, heater; £795.—Odeon Motors, Ltd., Bar 1144. [C3028]

1955 TR2, British racing green, fitted heater, two owners; £650.

HAROLD HAMBLIN (CARS), Ltd., Chapel St., Basingstoke. Tel. 19. [8329]

£380—1948 Triumph Roadster, radio, heater, host of extras.—E. Casey, Willesden 4548. [C1134]

1955 Triumph TR2, red with beige upholstery, beige hood, extras.

FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 6604. [C2131]

1955 TR2 hard top, fitted heater, 16,000 miles; £595.—Enterprise 6919. [C1141]

1949 Triumph 1800 razor-edge saloon, black, excellent condition; £325.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

TR3, 1956, August, heater, tonneau, ivory, 9,300; £700; no offers.—28, Grange Hill Rd., Kings Norton, Birmingham. [8761]

1956 TR3 Triumph, hard top and spare soft top, fitted many extras, overdrive; £735.—Castle Street Motors, 5, St. Johns Rd., Hove 70586. [8930]

1953 Mayflower, heater, perfect car, guaranteed; £415. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4076]

1948 Triumph Renown, finished in black with brown leather upholstery, fitted with heater and extras; £345.

KING'S MOTORS (OXFORD), Ltd., New Rd., Oxford. Tel. Oxford 4458/9. [8991]

AZ MOTORS offer 1951 and 1949 razor-edge saloons, both beautiful condition; £375/£335.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1952 (August) Triumph Renown saloon, green/beige hide, radio, heater, all excellent tyres, one owner and in 100% condition throughout; £445.

ALWOOD GARAGE, Alwood Rd., Maidenhead. Tel. Littlewick Green 70. Evenings and week-ends. Littlewick Green 3076. [C1107]

1955 model TR2, black with red leather upholstery, tonneau cover, spot lamps, reversing lamps, heater, 30,000 miles, immaculate condition.

FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 6604. [C2131]

1950 Triumph Renown, black, heater, loose covers, one owner, excellent condition; £375-8.

Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4466. [C1023]

325gns.—Triumph 1800 1947 razor-edge saloon, leather, heater, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 (May) Triumph TR2, black with maroon interior and hood, undersealed, fitted overdrive, heater, radio, blind, spotlight, foglamp, reversing lamp, Michelin X tyres, 51,000 miles, perfect throughout; £625.

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. Beaconsfield 644. [8869]

1955 TR2, ivory/blue leather, overdrive, heater, spot, fog, reverse, tonneau, Rimbelshers, screen washers, radiator blind, sliding screens, undersealed, one owner, never raced, rallied, showroom condition; £675.—Neville, Chevett Marehill, Pulborough, Sx. [8750]

£465—Triumph 2000, 1952 series, most exceptional condition, leather, heater, washers, extra careful owner, tyres as new, small mileage, choice 4; many others; A.A. or R.A.C. exams, welcomed; exchanges, hire purchase.—Benmott's, 1, Clarendon Rd., W.11. (50 yrs Holland Park Tube). Park 5066-7. [C1017]

Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

Triumph Cars Wanted

TR2 and **TR3** wanted for cash.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045]

NEARLY new TR3 Roadster required; cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

MARSTON MOTORS Co., Ltd., for your Triumph—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [C1022/R]

TR2/3 required privately, 1955 or later; cash waiting; view week-ends; no dealers.—Box 3521. [8742]

XXX Excellent cash price offered for good Triumph.—E. F. Edwards, 29-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

TR2/3 wanted for cash; buyer will call anywhere; best trade prices.—Jones' Garage, Syston 2257, Leics. [8665]

Triumph Spares and Services—largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport. (Tel. 4464) and Prince's Drive, Colwyn Bay. (Tel. 3322). [C035/R]

UTILITY CARS

PEDIGREE ESTATE CARS offer:—

1955 Hudson Ranchwagon, radio, heater, overdrive, right-hand drive, 2-tone paint, low mileage.

1957 Standard Vanguard Phase III estate, also a 1955.

1956 Morris Isis Traveller, heater, wing mirrors, undersealed, as new.

1957 Morris Oxford Phase III Traveller estate, heater, low mileage; also 1956, 1955 and 1954.

1956 Hillman Minx estate, heater, 2-tone paint, immaculate; also a 1955.

1956 Ford Consul Abbott estate; also a 1955 Ford Zodiac Abbott.

1957 Ford Escort; also 1956 Standard Companion; also 1955 Morris Minor estates, etc.

CHOICE of over 30 estate cars always in stock.

340 Euston Rd., N.W.1. Euston 7889. [C3095]

WARWICK WRIGHT, Ltd., offer:—

1956 (December) Hillman Husky double duty, grey, red upholstery, heater, 12,000 miles; £565.

1954 Hillman Mark VII estate car, beige, red upholstery, radio and heater, 26,000 miles; £550.

1957 Hillman Series I estate car, grey, red upholstery, heater, 7,000 miles; £1,695.

1955 Morris Oxford Travellers car, blue, red upholstery, 24,000 miles; £685.

1954 Austin A70 Countryman estate car, fawn, brown upholstery, heater; £555.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

METROPOLITAN MOTORS offer:—

1956 Bedford Utilibrake, one owner, many extras; £540.—Horn Lane, Acton, W.3. Acorn 2939. [C3090]

PERRY'S OF BOWES Road offer:—

1955 Standard Vanguard estate car phase II, overdrive, blue, heater; £595.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128]

HENLYS offer with 4 months' guarantee:—

1955 Austin A30 Countryman, cream with beige interior; £325.

1953 Standard Vanguard estate, black with red interior; £345.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston station). Euston 1966. [8895]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1955 Bedford Utility, 12-seater, Martin Walter, Kennex Roadmaster, one owner, taxed, good condition; £420.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. Howard 1651. [C3009]

1952 Vanguard utility, black, heater, exterior sun visor, spotlight etc.; £255.

THE BLACK HORSE GARAGE, 174-176, Sheep Rd., Richmond, Surrey. Richmond 622-3. [C1116]

NOVEMBER, '55 A30 estate, cream, 12,000 miles; £455.—Robbins, East Putney. Tel. 7881. [C3010]

BRADFORD utility, in nice order; £160.—Barnes, 515, Finchley Rd., N.W.3. Hampstead 2221. [C1142]

CAMDEN MOTORS—Specialists in estate cars, utilities and pick-ups; 40 vehicles available; see brief selection below:—

HILLMAN Husky, 1956, in fawn with red leather, one local owner, absolutely spotless throughout; £495.

MORRIS Minor traveller's car, 1956, de luxe, one owner vehicle with heater, small mileage and quite faultless throughout; £645.

MORRIS Minor traveller's cars, earlier models, 1954-5; choice of three de luxe series from £485.

MORRIS Oxford traveller's car, Series II, 1955, dark green, low mileage; £695.

MORRIS Oxford traveller's car, Series I, 1954-5; choice of three from £495.

MORRIS Dormobile 1955, genuine Martin Walter, one owner, very smart and fitted several extras; £465.

AUSTIN A30 Countryman estate car, 1956, black/red, same family ownership since new; £495.

FORD 10 estate car, special hardwood body made by well-known local coachbuilders about two years ago, spotless condition; £225.

STANDARD Vanguard Phase II 4-door estate car de luxe, 1954, grey, red, moderate mileage, brand new tyres; £535.

STANDARD Vanguard estate car, Phase I, 1952-3, including one with overdrive from £395.

400 other cars available; write for fully descriptive catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. [C1035]

1955 Ford Thames Scout Utility, grey, rear seating, £340.—43, Alton Rd., Parkstone, Dorset. Tel. 1912. [8764]

UTILITY CARS

£389 1951 Austin A70 Countryman, beautifully maintained, rare vehicle.

£469 1953 Austin A70 Hereford Countryman, bodywork magnificent, two owners only, small mileage. [W4087]

LAMBS OF WOOD GREEN (Established 1897) 100 cars; 3 months' written guarantee; exchanges; hire purchase.—421-423 High Rd., Finchley, Finchley 6222. [C2052]

1953 (August) Vanguard estate, one owner, 24,000, blue, unmarked; £465.—Fords Grove Garage, N.21. Lab. 3577 or Enfield 3549. [8890]

1953 Commer Express Estate, 54,000 miles, good condition; £365.—33, Kewick Rd., S.W.15. Vandike 8794. [8760]

1951 estate Hillman Minx, genuine works model; £375, terms, exchanges.—Palmerston 1075. [8886]

1956 Dormobile, grey, choice of 2, in good order; £475.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [C1155]

£625—1957 10hp Standard Dormobile, 5,000 miles, car, Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C3055]

1954 Ford Zephyr Abbott Estate; £625.—Farnham Motor Co., Ltd., Douning St., Farnham, Tel. 4873-4.

535gns.—Morris Minor September 1955 de luxe Traveller, beige, red leather, heater, exceptional; terms, exchanges.—Rowland Smith, below.

425gns.—Hillman Husky October 1955 Estate car, green/grey, fold-down rear seat, one owner, excellent condition; choice of 2; terms, exchanges.—Rowland Smith, below.

345gns.—Riley 1948 1½-litre 4-door 5-seater Estate car, natural hardwood body, brown leather, removable rear seating, carefully used; choice of 4 Rileys; terms, exchanges.—Rowland Smith, below.

295gns.—Lea-Francis 1951 4-door 5-seater Estate car, i.l.s., hardwood body, removable rear seating, very good condition; choice of 2; terms, exchanges.—Rowland Smith, below.

125gns.—Mercury V8 1939 32.5hp 4-door 6-seater station wagon, natural hardwood body, leather upholstery, sliding windows, removable rear seating, roof rack, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1957 series Escort utility overdrive, twin carburetors, new condition, cost £502; accept £395, terms, exchanges.—Palmerston Motors, Ltd., Luton 1075. [8857]

G & M ALFRED (1936), Ltd.—1957 Ford Squire, 6,000 miles; 1955 Austin A70 Stanhope, 10,000 miles; all guaranteed.—6-7, Warren St., W.1. Euston 3268. [C1008]

1953 Austin Pick-up OV4, complete overhaul, engine, suspension and resprayed; £250.—Queenberry Garage, Ltd., 99, Lavender Hill, S.W.11. Tel. Battersea 2421. [8766]

1954 (September) Minor Traveller, heater, one owner, 16,000 miles; £325.—Jarvis & Sons, rantsy.—Jarvis & Sons, Ltd., of Wimbledon. Liberty 8221. Wimbledon 2526. [C2098]

BEDFORD Utilibrake by Martin Walter, brand new; £599/1, ex works.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018/2]

AUSTIN Omnicouch 13-seater, brand new; £644 ex works; no purchase tax payable.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018/1]

BEDFORD Dormobile by Martin Walter; a few low mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018/2]

1956 Thames Estate car, two-tone grey, low mileage, £395; also 1953 A40 Countryman, original, £395.—R. L. H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Reconn 4452/6647. [C3125]

1957 Hillman Minx Estate car, light run, only virtually brand new; £395.—Kirkwood Cars, 78, Stratford Hill, S.W.2. Tulse Hill 1288. [8777]

1957 Ford Escort estate car; also 1955 Ford Scout Thames utility and 1956 Ford Scout estate car, all fully guaranteed; exchanges, etc.—Wessex Motors, Ltd., Bridge St., Andover, Hants. Tel. Andover 2326. [C4067]

1954 Hillman Minx Estate car, above average, £495; also 1956 and 1955 Thames Estate cars from £375; 1953 Bradford utility, £175.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8694. [C3050]

AZ MOTORS offer 1952 Vanguard estate car, £435/1 1950 Lea-Francis 14 4-door wooden estate car, exceptional; £315/1 1955 Dormobile, £225/1 1950 Ford sown van, £150/1 1957 Husky, £575/1 1958 Austin 12 utility, £501.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

ESTATE CARS, utility specialists; best buyers of estate cars.—Prospect 7649. [C0280/R]

ROWLAND SMITH'S, the Utility car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [W3018]

MINOR Travellers, Hillman and Vanguard estate cars, A30, A40 and A70 Countryman, and shooting brakes required.—Putney 2276/7. 221, Upper Richmond Rd., Putney, S.W.15. [C1037/R]

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—441, Spottis Richmond Rd. West, S.W.14. Prospect 7648/9. [C010/R]

VAUXHALL 14

£159—1939 Vauxhall 14 J-type saloon, silver grey, fitted heater, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 6041. [C1008]

AZ MOTORS offer:—£265/1 1948 J-type saloon, beautiful order. Also 1959 12 saloon; £185.—AZ Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VICTOR

GLANFIELD LAWRENCE offer:—

1957 Vauxhall Victor Super, 3,000 miles only; £765.—407, High Rd., N.12 Finchley 0091 [C2053]

VICTOR de luxe (as new), mileage 225; £715. [C4106]

SMITH'S MOTORS, Dovercourt. Tel. Harwich 701.

B. J. HUNTER, Ltd., Austin Agents, offer:—

1957 Vauxhall Victor Super saloon, indistinguishable from new; £700.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

1957 Victor, 4,500 miles, virtually new, sacrifice; 645gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3 Hampstead 0087-8-9. [8934]

VAUXHALL Victor Super saloon, negligible mileage. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1957 Vauxhall Victor Super, 4,500 miles, carefully run in, fitted heater and seat covers, first offer £700 secure.—Box 3495. [8707]

1957, radio, heater, screen washers; £675; terms, exchange, car, motor cycles.—Slocombs, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

1957 Vauxhall Victor Super, finished in red, fitted radio, heater, loose covers, fog and spot lights; 4 months guarantee; £710.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [8915]

1957 (June) Vauxhall Victor Super, colour Empress blue, exceptional condition, fitted with heater, wing mirrors and Turbo discs, genuine 4,800 miles, driven by one careful owner; £755.—Bullock, Ltd., Christ Church Rd., Folkestone 2728. [C1108]

VAUXHALL WYVERN

BROCKHAM MOTOR Co., offer:—

1955 saloon blue, one owner, equal to new, interior unmarked, bargain at £485.—87, Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210. Daves Green 310. [C1153]

PERRY'S OF BOWES ROAD offer:—

1956 model (November '55) Vauxhall Wyvern, black, radio, heater, spot lamp, reversing lamp, screenwashers, etc.; £615.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128]

WARWICK WRIGHT, Ltd., offer:—

1956 (1957 series) Vauxhall Wyvern saloon, red, grey upholstery, radio and heater, 10,000 miles; £635.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C3045]

Wyvern, silver straw, one owner; £645.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1951 Vauxhall Wyvern, black, radio, heater, very smart; £360.—Northwood Hills Motor Co., Northwood 3271. [C3128]

1956 Vauxhall Wyvern, silver straw with red interior, supplied and maintained by us. Quality Tested choice of two from £650-£665.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129]

1954 Wyvern blue, radio, heater, reconditioned engine not yet run in, guaranteed; £550.—Campbell Symonds, Wembley 6262. [C1037/1]

1956 model Vauxhall Wyvern, black, red interior, heater, one change of owner; £635 or terms.—Hillwood Motors, Weyhill (London) 4232. [C2016]

1956 (May) Wyvern, one owner, 17,000 miles, heater and many extras, immaculate; £625.—G. W. Wilkin, Ltd., Hampton Court, Molesey 6109. [C4053]

1956 Model (Oct. '55) Wyvern, black, heater, 1/cover, one owner, 14,000 miles only; £595.—Oakthorpe Motor Co., Ltd., North Circular Rd., Palmers Green PA1 1023. [C3126]

VAUXHALL VELOX

at Brown's.

1955 (Sept.) Vauxhall Velox saloon, black, red hide interior, heater, extras, beautifully kept and maintained, practically unmarked and as new. A1 guaranteed; £585 secure.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

ELM AUTOSALES offer:—

1954 (June) Velox, one owner, radio, heater, 18,000 miles, grey, red/grey interior; £499.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

L. MANDUCA, Ltd., offer:—

1950 Velox, one owner, heater; £335.—Paddington 9198. 56, Lancaster Mews, London, W.2. [C3112]

H. BEART & Co., Ltd., offer:—

1955 Vauxhall Velox, finished in green, green upholstery, heater; £575.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061]

PERRY'S OF BOWES ROAD offer:—

1956 Vauxhall Velox Silver Straw, heater, reversing lamp, immaculate throughout; £660.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128]

1957 Vauxhall Velox, black, one owner, immaculate condition throughout; £750.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, Mitcham 5281-2-3. [C4097]

1953 Velox, excellent order all round; £395; terms, exchange, Morris & Paulsen, 70, London Rd., Enfield Town, Middx. Enfield 3950. [C3133]

1954 (Sept.) Vauxhall Velox, one owner, heater, 24,000, any trial; £475; h.p. exch.—11, Perrywood, Prestwich, Manchester. Prestwich 2057 [C2082]

VAUXHALL VELOX

1955 Vauxhall Velox, grey, many extras, one owner, serviced and supplied by us; £575.

1953 Velox, green, in extremely fine condition and well maintained; £475.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129]

1957 series Vauxhall Velox, radio, heater, absolutely as new; £775.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7778. [C4016]

1955 Velox, heater, grey, red interior, very nice car; £565.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153]

1956 (model) Vauxhall Velox, heater, one owner since new, recorded mileage 14,000; £649.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

VELOX 1956, one owner, one driver, never exceeded 55mph, rarely started from cold, 7,000, heater, loose covers, Bray engine heater, screen washer, unmarked; £675.—Tel. Colchester 4105. [8767]

£425.—1952 model Vauxhall Velox saloon, radio, heater, two-tone cream and grey, many extras, excellent condition throughout; terms.—Autosale, 5, Balham High Rd., Balham 1509. [C1009]

1957 Vauxhall Velox saloon, black with red upholstery, recorded mileage 9,000. Immaculate condition; 4 months' guarantee; £765.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [8914]

1954 Velox, high-compression, grey, heater, screen washer, radiator blind, towing attachment, Marchal optics, other extras, one owner, maintained throughout to makers schedule by suppliers; £525 o.b.s.—Box 3593. [8727]

VAUXHALL CRESTA

1956 Vauxhall Cresta, radio, heater, one owner, immaculate; £695.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7778. [C4016]

1955 Vauxhall Cresta, grey and white, fitted overdrive; £625.—Below.

1955 (May) Cresta saloon, excellent; £595.—Robbins, East Putney, Tel. 7881. [C3010]

1955 Cresta, finished grey/beach, superb condition; £565; terms, exchange.—Palmer Motors, Luton 1075. [8824]

1955 Cresta, duo-tone green, one meticulous owner, undersealed; £650.—Campbell Symonds, Wembley 6262. [C1037]

1956 Vauxhall Cresta saloon, one owner, 18,000 miles, overdrive, heater, radio, exchanges, etc.—Wessex Motors Ltd., Andover, Hants. Tel. Andover 2326. [C4087]

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

VAUXHALL MISCELLANEOUS

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

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1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

VOLKSWAGEN

R. S. CURRIE & Co., Ltd., offer:—

1957 Volkswagen de luxe in blue, 9,000 miles only, as new; £685.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0083. [C1098]

ELM AUTOSALES (Volkswagen area dealers) offer:—

1954 15cwt pick-up, radio, heater, exceptional order; £395.

1956 15cwt van, one owner, low mileage, original condition; £525.

NEW de luxe saloon in Capri blue/light bronze for immediate delivery.

SALES Dept., 66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

V.W. Service Dept., Elm Garage, Elm Grove, Worples Rd., S.W.19. Wimbledon 4625/0472. [C2067]

1954 Volkswagen de luxe, silver grey, immaculate condition; £545.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction. Mitcham 5281-2-3. [C4097]

£498.—Volkswagen 1954 full de luxe, beautifully kept, one owner.—Below.

£598.—Volkswagen 1955 de luxe, sun top, 17,000 only, many extras, only best examples; specialists.—Bennett, 1, Clarendon Rd., W.11. Park 5066-7 (50 yds. Holland Park Tube). [C1017]

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2-3, offer:—

1956 Volkswagen de luxe saloon, strato-silver, blue interior, one owner, 17,000 miles only, fitted parcel shelf, as new; £650. [C101]

VOLKSWAGEN.—Choice of 2 black, fixed head, de luxe, executors' sale; no dealers.—Ruslip 8445. [8752]

1955 (August) Volkswagen de luxe saloon, blue, nominal mileage, in excellent condition; £550.

KERRIDGE, Ltd., Aiton 2224. [C3118]

1957 Volkswagen de luxe, strato silver, low mileage; £685.—Vare Motors, 472, Archway Rd., N.6. Musgrave 9039/5306. [C4074]

VOLKSWAGEN de luxe '56, a roof one owner, 11,000 miles, unmarked, almost as new; £625.—Carr Bros., Furley, Surrey. Upl. 4812. [C1041]

KINGSTHORPE GARAGE, Ltd., V.W. agents.—1955 Volkswagen de luxe, strato silver, new w/w tyres, guaranteed 3 months; £555.

1956 Volkswagen de luxe, black, one owner, guaranteed 3 months; £595.

50, Harborough Rd., Northampton Tel. 4297-8. [8716]

1956 (July) Volkswagen de luxe, finished B.R.G. as new throughout; £625; terms, exchange.—A. E. Palmer Motors, Luton 1075. [8822]

1956 Volkswagen de luxe saloon, heater, silver with blue interior; £635.—Windower, Ltd., The Hyde, Hendon. Colindale 4051. [C4118]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcome; the original distributors and specialists.

VOLKSWAGEN, choice of 5 from £485.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0870/H]

V & F MONACO MOTORS, Ltd., the Volkswagen specialists, offer you their unique experience gained in 7 years of servicing and maintenance of Volkswagen cars.

V & F MONACO MOTORS.—1956 (Sept.) de luxe saloon, horizon blue, 11,000 miles only, one careful owner; £650.

V & F MONACO MOTORS.—1956 de luxe sunroof saloon, silver grey, 12,000 miles only, one owner, immaculate; £660.

V & F MONACO MOTORS.—1955 de luxe saloon, black, moderate mileage; £535.

V & F MONACO MOTORS.—1955 Transporter van, double doors both sides, 29,000 miles only; £485.

V & F MONACO MOTORS, official Volkswagen agents.—Showrooms: 363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0942/R]

KARMAN Ghia coupe, 1957, Telefunken radio, seat covers, just as new; £1,050. A.A. examination; H.P. exchange.—Finch, 159, Walton Rd., Chertsey, Surrey. 3709. [8762]

1956 Wessex, full conversion, de luxe, all modifications, extras, cost over £900, handles like Porsche, immaculate; £675, exchange.—29, Pinetree Ave., Leicester 66007. [8703]

VW Strato Silver de luxe, registered '55, not used in London, many extras, undersealed, etc.; £550.—Shepperton Garage, Station Approach, Shepperton, Middx. Walton-on-Thames 2411. [8581]

1957 VW de luxe, impeccable condition throughout, as new, just run in mileage, just had voucher service; £685; terms, exchange.—Ian Macpherson & Co., Albion Place, Prestwick 4720, Lanca. 18966

G & M ALFREDS (1936) Ltd.—1956 Volkswagen, heater, radio, special instrument panel, Volkswagen bumpers, loose covers, Michelin tyres, an exceptional car; and a 1957 de luxe.—Fuller details: 6-7, Warren St., W.1. Euston 5268. [C1005]

BLACK & WHITE GARAGES, Harrington 331, near Evesham, Volkswagen distributors for Worcestershire and Herefordshire; full range; the Midlands finest Volkswagen repair, spares, accessories depot; unrivalled service by factory-trained mechanics. [0801/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0980/R]

GOOD Volkswagen required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

V & F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300/N]

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

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19

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

Volkswagen Spares and Service

VW

VW MOTORS, Ltd., sole Volkswagen concessionaires, genuine spare parts, obtainable from 233, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line), Maryland 7661-5. [0647/R]

EUROPEAN CARS, Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R]

FOR specialised service in the North of England—

Moortown Motors, Ltd., Regent Street, Leeds, 7. Tel. 3164/5. [0426/R]

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment—Chase Rd., Epsom. Tel. 5696-7. [0109/R]

DAVIES MOTORS, 554, London Rd., Ashford, Middlesex, specialists in all aspects of Volkswagen service—Ashford 3671-2. [0108/R]

MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2351) branch have factory-trained mechanics and offer you full service with repairs and parts.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d. postal service open all day Saturday for spares and repair; crash works a speciality. [0995/R]

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men, spares—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Upland 8620 and 5012. [0936/R]

ESSEX V.V. Distributors—The Service Garages (South Eastern), Ltd., for prompt attention for V.V. spares, immediate c.o.d. service; factory trained personnel and specialised equipment for all repairs—85, East Hill, Colchester 272. [0553/R]

V&F MONACO MOTORS—Service and repairs by factory-trained mechanics; spares, reconditioned engines, conversions to r.h.d., all V.V. accessories fitted—Service, 6 Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station), Fremantle 4414. [0293/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

2000 miles—Late '57 15/50 saloon, quite immaculate in every way, Swiss grey, grey upholstery, extras; £910. [0302/R]

12000 miles—1956 15/50 saloon, Swiss grey, red upholstery, one owner; £825. [0302/R]

15000 miles—1956 6/50 saloon, green, one owner, E.W. maintained; £845. [0302/R]

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (0436/R) or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [04046/R]

BENFALLS, Ltd.,

1956 Wolseley 4/44, grey with red upholstery, heater, 7,000 miles; £715.—Kingston-on-Thames. [01093/R]

H. BRETT & Co., Ltd., offer:—

1957 Wolseley 6/50 saloon, finished in black with red upholstery, fully automatic, one owner; £1,045. [0302/R]

1956 Wolseley 15/50 saloon, grey, one owner, manumatic gear box; £853. [0302/R]

1954 Wolseley 4/44 saloon, black, red upholstery, one owner, heater; £545. [0302/R]

1955 Wolseley 4/44 saloon, black, red upholstery, one owner, supplied and serviced by us since new; £625; choice of 2—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [01081/R]

H. A. SAUNDERS, Ltd., offer:—

1956 Wolseley 15/50 saloon, grey, red upholstery, recorded mileage 10,406, heater; £835. [0302/R]

1955 Wolseley 4/44 saloon, black, brown upholstery, recorded mileage 12,512, heater; £673. [0302/R]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [04092/R]

WOLSELEY

ENGINES RECONDITIONED, Ltd., offer:—

1955 Wolseley 4/44 saloon, one owner, immaculate condition; £625—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [02670/R]

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1953 Wolseley 4/44 saloon, black/red leather, heater, one owner, 25,000 miles, exceptional condition; £525—226, High Rd., London, N.15. Tel. 0414. [8900/R]

1949 Wolseley 6/50 in outstanding condition; £345. [04016/R]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 9676/7778. [04016/R]

1954 Wolseley 6/50, grey; £425.—Odeon Motors, Ltd., Har. 1144. [03028/R]

1956 15/50 saloon, extras, excellent; £795.—H. A. SAUNDERS, Golders Green, for your new or used Wolseley—Speedwell 9011. [04004/R]

1955 (April) Wolseley 4/44 saloon, black, red leather, one owner, low mileage; £615. [03028/R]

GIBSON'S SPORTS CARS (CHRISTCHURCH), Ltd., Lynhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [03028/R]

1957 Series 15/50 Wolseley, only one owner, finished in Yukon grey with green trim; £875. [03028/R]

IMMEDIATE delivery new Wolseley 6/50, 15/50 and 1500 saloons.—Bowmans Garage, Weybridge 3255. [03028/R]

ONE 1957-58 Wolseley 1500 saloon, 2-tone green, with heater, unroaded and windscreen washers, 1,100 miles only by a very careful owner; £795. [03028/R]

HUXFORD & SON, Ltd., The Fairway Garage, West St., Fitchester, Hants. Cosham 76770. [03028/R]

AZ MOTORS offer 1949 Wolseley 15 saloon, reconditioned engine fitted; remarkable value; £265! Palmerston Rd., N.W.6. Mal. 4723. [01011/R]

1957 Wolseley 1500 saloon, works mileage only—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [01050/R]

1948 Wolseley 8 saloon de luxe, guaranteed; £265. Payments—Oldfield, 336, Kensington High St., W.14. Wes. 6651. [03029/R]

BEARTS OF KINGSTON—Wolseley distributors—Sales, spares and repairs—102, London Rd., Kingston. Tel. 3348. [03029/R]

1954 Wolseley 4/44, immaculate condition, black, red upholstery; £585.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [01016/R]

700 miles only—Series III 1957 Wolseley 6/50, owner deceased; save £200; £1,095.—Knott Bros., Charnierston Rd., Bournemouth. Winton 1800. [0660/R]

1953 4/44 Wolseley, a carefully used two owner car, finished black, with brown interior, immaculate condition; £525; terms and exchanges—Park House Car Sales Co., 269, London Rd., Romford, Essex. Romford 3542. [03029/R]

1956 6/50 saloon, one owner, radio, heater, rimblenders; we supplied new and maintained; magnificent specimen, exceptional value; 799ms.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [03029/R]

1954 Wolseley 6/50 saloon, registered April, 1954, finished in jewellicent green, green leather interior, radio, heater, clock, wing mirror, screen-washers and pass light; £475; written guarantee, terms, exchanges—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [02001/R]

WOLSELEY CARS WANTED—Greenways, 81, Alreaford Rd., Winchester. [W4087/R]

WOLSELEY 444 wanted, privately, late 1955 or early 1956, cash; N.W. Kent—Box 3322. [0741/R]

PRIVATE purchaser requires Wolseley 15/50, cash—14, Braydon Ave., Brighton. Tel. 525332. [0745/R]

ROWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6081. [04018/R]

XXX—Excellent cash price offered for good Wolseley—H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. [W2003/R]

Wolseley Spares and Service

RAMSEY MOTORS, Ltd., 242-248, High St., Barnet 3240.—Spares 1957 onwards; sales and repairs. [0702/R]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.1 (Flaxman 8181) for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0377/R]

HARD-SURFACED rockers, exchange 6/- each; new bushes, shafts and many other spares, from 1930 onwards, s.a.e. list.—Thompson's, 106, Kingston Rd., Wimbeldon, S.W.13. Liberty 8496. [0591/R]

R. HARDY & SON, 55, Marylebone High St., W.1.—Experience for nearly a century; complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Hunier 0942. [0317/R]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY—300 cars available mostly under £400, 6 months' written guarantee on post-war cars.

WE can quote the most competitive prices obtainable because of our huge turnover; every vehicle is plainly marked with price and year; we are exchange specialists and we willingly take your car, 3-wheeler or van, hire purchase payments insured against unemployment or illness if required; open 9 a.m. to 8 p.m. Saturdays 9 a.m. to 8 p.m.; open Sunday 10 a.m. to 2 p.m. for inspection only.—Raymond Way, Kilburn, N.W.5, Maids Vale 6044. [0829/R]

ROBBINS, 26, Upper Richmond Rd., Putney, always sell good cars, send for list; established 35 years. [03010/R]

AUSTIN Army ambulance, reg. 1957, 4 large bunks, ideal for touring, excellent condition; £395.—Leatherhead 2271. [03029/R]

PERE-WAR and post-war cars; 200 cars in stock from £20 to £300; top price allowed for anything in part exchange; immediate h.p. and insurance facilities, always open.—Glaxo Corner, 1017, Greenford Rd., Greenford Middlesex. Tel. Hyron 3168 or 5641. [03100/R]

Miscellaneous Cars Wanted

TRAYNOR MOTORS, Ltd., Greenford 2530, require all types of cars for cash—135, High St. South, East Ham, London, E.6. [W4033/R]

MOBILE SHOPS AND CANTEENS

£150 to £300 10hp Fordson mobile, well fitted, good tyres, large selection.

£495—Bedford 26hp mobile shop in primer, interior length 13ft.

£750—Karrier mobile shop, interior length 14ft, new coachwork many others.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2228. [M5022/R]

MOTOR HEARSE

HEARSE and Haulier in Stock. Brochure available immediate delivery; call and inspect.

A. L. PE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Garden, Richmond 1161. [03029/R]

MOTOR SCOOTERS

COMERFORDS for Motor Scooters. Distributors for Adair, Diana, Lambretta, Bells, Malco, Dayton.

Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [0575/R]

AMBULANCES

£125—27hp Austin ambulance.

£150—24hp Morris streamline ambulance.

£275—27hp Humber ambulance.

£275—12hp Bedford shooting brake ambulance, many others.

LAWTON-GOODMAN, 135, Cricklewood Broadway, N.W.2. Gladstone 2228. [M5022/R]

TAXICABS

1949-56 Austin taxicabs, diesel, from £260; h.p. taxicabs bought.—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. Brixton 2330. [0181/R]

3-Wheelers Wanted

CLAUDE RYE, Ltd., 3-wheelers urgently required; top prices paid; h.p. ac/s settled.—899, Fulham Rd., S.W.6. Renown 6174. [0953/R]

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

NEW Commer, express delivery van Antelope, immediate delivery.—Maythorne Motor Company, Sydenham 6827. [N3135/R]

COMMER Express delivery van, lilac grey, passenger seat; Thames Sewer van in primer with extra seat, etc., choice of 2; Austin A55 10cwt van, painted grey with passenger seat—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1088/R]

USED COMMERCIAL VEHICLES

1956 (July) Morris 1000; £425.—Below.

1957 (June) Ford Thames; £365.—Below.

1957 Austin A35, £365; terms, exchanges; all very small mileage, uncluttered, fitted passenger seat, bumpers, etc., fully guaranteed.—Palmer Motors, Luton 1075. [0583/R]

HENLYS offer with 4 months' guarantee:—

1955 Morris van, J type, dark blue, with brown interior; £335.

HENLYS, Ltd., 153, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1906. [0895/R]

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1956 Commer Express van, one owner, good condition throughout; £349.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009/R]

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CAMDEN MOTORS, specialists in light commercials, 40 vehicles available, this week's specially recommended bargain:

MORRIS Minor 5cwt van, 1956, with extra seat, outside mirrors, spot light, etc., very carefully used by local owner, spotless inside and out; £365.

400 priced catalogue, write for fully descriptive

CAMDEN MOTORS, Leighton Buzzard 2041; open until 6 p.m.; terms, exchanges. [01055/R]

1955 Vanguard 12cwt van, one owner, nominal mileage, excellent condition; £340; h.p. terms and exchanges.—Tudor 8073 and Fit. 0293. [02005/R]

£295—Minor pick-up, 1955, with tilt, terms, exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey (2589), Surrey. [04069/R]

VANGUARD pick-up choice of two with seats, reg. July 1957 from £225 also Jovett Bradford utilities, several from £80, Bedford 1951-4 from £165.—Eltham 2810. [0751/R]

1956 Vanguard 12cwt two tone black/grey van, 2 seats, low mileage, smart; £295 also 1954 Morris J type 10/12cwt plain van, low mileage; £265.—R. L. H. Motors, Ltd., 601-609, Kings Rd., S.W.8. Renown 4492/6647. [03125/R]

1953 Morris 8 series F, 5cwt van, one owner, painted, in excellent condition, £190; 1954 Ford 6, 5cwt van, new engine and clutch, one owner, £150.—Arnolds Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [09953/R]

USED COMMERCIAL VEHICLES

1951-2 A40 10/12cwt, one owner, guaranteed; £180; payments.—Oldfield, 366, Kensington High St., W.14. Wes. 6651. [03029/R]

G&M ALFREDS (1936), Ltd.—Austin A40 gown vans, 1957 and 1954, Morris Oxford, 1954 and 1956; Ford 10 cwt, 1954 and 1949, Ford 1956 7 cwt; 1955 Bedford 12-14 cwt, all with written guarantee—6-7, Warren St., W.1. Euston 3268. [01005/R]

ROY'S AUTOMOBILES Ltd., offer the following good vans and pick-up trucks:—1957 A35 and Morris Minor 1000 vans from £365; 1956 and 1955 A35 vans from £295; 1956/55/54 Morris Minor vans from £275; 1956 and 1955 Thames 5 and 10 cwt vans from £295; 1955 and 1956 Commer 8 cwt Express vans from £250; 1956 A40 pick-up van £195; 1954 and 1953 Ford 6 and Morris 8 series F vans from £165; 1952 Bradford 10 cwt van £125; 1953 Bradford Utility £175 also 1953-52-51 Land Rovers, all fully equipped, from £235; many others from £100.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. (nearest tube, Camden Tube Station). Euston 2700 and 8894. [03029/R]

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CARAVAN JOURNALS

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THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [0826/R]

ALLARD

ALLARD MOTORS, Ltd., main distributors of all models, spares and service.—A. Freeman, Ltd., Grovenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0825/R]

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ALL models, part exchanges, H.P. terms.

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SOLE London Austin Distributors.

FULL range of Austins exhibited at all depots.

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TREATHAM High Rd., S.W.16. Streatham 0054.

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NEW Austin A55 and A95 de luxe, choice of colour; list price.—132, Whitechapel Rd., Bishopsgate 3595. [N1139/R]

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FOR early delivery, A35, A55, A95; your car as part payment; terms.—Southgate, N.14. Pal. 5376 and 5377. [0272/R]

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EARLY delivery all models.

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AUSTIN A55 de luxe 2-tone grey, blue trim; list.—84-90, Holland Park Ave., London, W.11. [N3030]

DIXON'S GARAGES (PUTNEY), Ltd.

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NEW Austin A35 2-door saloon.

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NEW Austin A95 Countryman.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

NEW Austin A55 de luxe, two-tone grey.—Ashford (Middx.) 2084. [N1212]

NEW Austin A55 saloon de luxe, tweed grey with cherry; list price.—Below.

A35 2-door saloon, basic, tweed grey with cherry; list price.—Below.

A95 saloon de luxe, tweed grey with red flash; list price.—Richard Rans, Ltd., 63-69, Lancaster Rd., Enfield 6727. [C2118]

CHALKWELL MOTOR Co., Ltd., for Austins.—West-cliff-on-Sea, Tel. Leigh-on-Sea 78247. [0345/R]

DORKING MOTOR Co., Ltd., for earliest deliveries A35 and A55 models.—Dorking 2256. [N1088]

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FOREST Hill and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26, For. 9551-2. [N2111]

N.W.10.—Your Austin agent; exchanges, cars, motor cycles.—Wilkesden 4869/3934. [N4017]

AUSTIN A35 2-door saloons, immediate delivery, choice of colours; exchanges and deferred terms.

LANKESTER ENGINEERING Co., Ltd., 39/43, Eden St., Kingston. Kin. 3151/6. [0516/R]

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RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952. [N3052]

AUSTIN A95 de luxe saloon, immediate delivery; choice of colours; exchanges and deferred terms.

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A35 A55, A95 saloons, immediately.—Carr Bros., Garages Ltd., Purley, Surrey. Upl. 4812. [N1041]

A35 A105, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton, Tel. Acton 6731. [N1120]

AUSTIN A55 saloon, black brown hide, for immediate delivery; list price; terms and exchanges welcome.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363, or 169, Fulham Rd., Chelsea, S.W.3. Knl. 4733. [T9028]

KDM & CHERRINGTON, Ltd., for Austins; terms and exchanges.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

NEW Austin A55 de-luxe with heater, also choice of A35, immediate delivery.—Maythorpe Motor Company, Sydenham 6827. [N3135]

AUSTIN A55 de luxe saloon, court grey/cherry, immediate delivery.—Criterion Garages, Ltd., 69-70, St. Marys Rd., Southampton 22310. [0413]

IMMEDIATE.—Austin A55 de luxe; A35 4-door and 2-door saloons, list price.—Kings Motors, 1, High St., Hounslow 5532 & 2559. [N2049]

A 1958 delivery can be secured now for your new Austin A35 saloon, A55 Cambridge or A95 Westminster saloon, full market value for your present car.

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105 automatic, immediate delivery.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [N2073]

THE whole Austin range for immediate delivery.—British & Colonial Motors, Ltd., 13/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

A35 2-door, grey and black, 4-door grey, also A55, A95, all immediate.—Rogers Garages, 52, Chiswick High Rd., W.4. Chiswick 6780. [N3054]

AUSTIN

METROPOLIS GARAGES, Ltd., for early delivery of your new A35 and A55 saloons.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0601]

W.T. RICHARDS (BEXLEYHEATH), Ltd., for your new Austin car or commercial vehicle; part exchanges.—74-78, Broadway, Bexleyheath 1666. [0876/R]

AUSTIN, early delivery all models; Austin A105, cherry/court grey, overdrive.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [N1083]

MEBES & MEBES, Ltd., (Est. 1893).—Austin specialists for early delivery of all models; part exchange facilities.—The Broadway, Mill Hill, N.W.7. Mil. 2040. [N3012]

A95 and A105 de luxe saloons with and without automatic transmission, various colours available.—Prynn & Stevens, Ltd., 57, Acle Lane, S.W.2. Brixton 1155. [0262/R]

JACK ROSE, Ltd., Austin stockists.—105, 95, 55, 35, Austin-Healey and Metropolitan.—Stafford Rd., Wallington, Surrey. Wallington 6677; also High St., Banstead. Burgh Heath 2376. [N3056]

EDGAR HARRISON, Ltd., will be glad to take your order for Austin cars; part exchanges welcomed; deferred terms available.—35, North Row, Park Lane, W.1. Tel. Mayfair 0402-3. [N2116]

AUSTIN A35 saloons, 2- and 4-door; choice of colours and models, immediate delivery, all facilities; list.—West London Motors, 205-220, Fulham Palace Rd., W.6. Ful. 0066. [N4095]

TRINITY CARS, Ltd., Austin dealers, offer immediate or early delivery of all new models and light vans.—24, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034]

R.C. WIMBUSH, Ltd., Austin stockists; immediate delivery A55 and A35 saloons; part exchange and deferred terms.—312, Earls Court Rd., London, S.W.5. Fremantle 6401. [N4056]

DENHAM SERVICE STATION, Ltd.—B.M.C. dealers for your new Austin car or commercial vehicles, most models in stock; part exchanges and h.p. terms.—Oxford Rd., Denham, Bucks. Tel. Denham 2266. [0505]

WILSONS, your friendly Austin agents, offer immediate delivery of A35, A55, A95, A105 and light commercials from stock; open 9-9 week-days, 9-6 Saturdays, Sundays (to view only) 9-4.—56-38, Acle Lane, S.W.2. Brixton 4011. [N4089]

PRINCESS saloon, A105, A95, A55, A35, Austin-Healey, Metropolitan 1500 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acle Lane, S.W.2. Repairs and service to BMC exclusively, Brixton 1155, Streatham 7362. [0839/R]

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AUSTIN-HEALEY 100 Six, finished in white with black trim; immediate delivery.—Swain & Jones, Ltd., Farnham 6201. [N4105]

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OFFICIAL Bentley retailer.

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LONDON distributors for the new Berkeley sports 2-seater.—Call, see and try at 28, Albemarle St., W.1. Hyde Park 8523. [N1109]

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BOND MINICAR

BOURNEMOUTH.—Kenbourne Motors, Ltd., your local Bond distributors.—332, Charrminster Rd., Winton 1802. [0062/R]

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ROWLAND SMITH'S for Bond Minicar.

IMMEDIATE most models.

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SOLE Hansa distributors for Lancashire and Cheshire. Demonstrator available.—County Garage (Manchester), Ltd., Sackville St., Manchester, 1. Central 8011. (0039/R)

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SOLE distributors for Hampshire, Dorset and Somerset, complete range in stock.—Revis Car Sales, 9/27, New Rd., Southampton. Tel. 22334. (0957/R)

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BORGWARD area dealers.

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MAIN Distributors, Motors & Plant (Peterborough), Ltd., Newark Rd., Peterborough. Tel. 5558. (T0011)

SOLE London distributors.—Rodney Howard & Co., Ltd., 16, Albemarle St., W.1. Tel. Hyde Park 7166. (0964/R)

YORKSHIRE.—Borgward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield, Tel. 2195. (0030/R)

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AUTOSALES (LONDON), Ltd., offer:—

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PART exchanges, self-financed terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

DORKING MOTOR CO., Ltd., distributors, Daimler specialists, immediate delivery.—Dorking 2256.

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HWM, sole concessionaires.

DEMONSTRATION car available, early deliveries.

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THIS new 500 convertible, the new 600 saloon and convertible, immediate delivery. W.8. Wes. 7181. 180-194, Kensington High St., W.8. Kni. 4215. (N1069)

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N.W.10.—Your Fiat agent; exchanges, cars, motor cycles.—Wilkesden 4869/3954. (N4017)

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MAYFAIR GARAGES, Ltd.—Fiat stockists, all models, anything gladly exchanged, hard deposit.—Bishops Bridge Rd., W.2. Amb. 1061. (N3009)

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FOR your new Ford.

HALLS (FINCHLEY), Ltd., 896, High Rd., North Finchley (Tally Ho), N.12. Hil. 1044. (0426/R)

SURREY.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Tel. Ripley 3122. (0528/R)

WEST END.

PHONE Arthur E. Gould, Ltd., for all new Ford cars and service.

ARTHUR E. GOULD, Ltd., 290, Regent St., London, W.1. Museum 1525. (0102/R)

COOMBS SERVICE STATION.

IMMEDIATE delivery

ESCORT, Pembroke coral, heater.

ZEPHYR, Kenilworth blue with light/dark blue leather, fitted heater, whitewall tyres.

ZODIAC, Durham beige/Newark grey, leather, heater, w/wa tyres.

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NEW Consul convertible immediate; early delivery other models.

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JACK WILDING & Co., Ltd., offer:—

SQUIRE estate car, Newark grey, heater; list.—84-90, Holland Park Ave., London, W.11. (N3030)

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; cars and 5-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Maida Vale 6004. Open 9 a.m. to 3 p.m. Saturdays 9 a.m. to 2 p.m. Open Sunday 10 a.m. to 2 p.m. Inspection only. (0779/R)

DAVENHAM MOTORS, Ltd., Ford main dealers.

Park Lane, W.1. Hyde Park 4866: 374, Ealing Rd., Alperton, Middx. Perivale 3588; and 6/8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 6161; 300, Norwood Rd., S.E.27. Gipsy Hill 7671; 114, Queensway, Bayswater, W.2. Park 1511.—Thames House, Wellington St., S.E.18. Woolwich 7771. Crossways Service Station, 729, Sidcup Rd., Eltham, S.E.9. Tel. Eltham 5230. (N1066)

TAYLOR & CRAWLEY, 42a, South Audley St., W.1. Gro. 6951.

IMMEDIATE delivery New Ford Consul and Prefect de luxe. (N4036)

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (0987/R)

FOREST Hill and Sydenham—Hillier Motors, Ltd., 1-4, Dartmouth Rd., S.E.26. For. 9351-2. (N2115)

COULSDON.—R. Farmer (Coulson), Ltd., retail dealers, 272, Chipstead Valley Rd., Coulsdon, Downland 2255. (0690/R)

FORD

MAYFAIR and West End agents, Fords for immediate delivery.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952. (N3052)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.3. Mountview 4401, offer:—

FORD Anglia saloon, blue, available at list price. (N2058)

IMMEDIATE delivery Ford Consul, Wells fawn, heater.—Hounslow 9644. (N4106)

FORDS, all models.—Enquiries to Motocourts (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 3501-2. (N3018)

VERY early delivery of your Ford.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. New Cross 0589. (N3133)

FORD Zodiac, automatic, blue/fawn, immediate delivery, also many other models.—Epps Bros., Farnborough (Kent) 5551. (N1123)

NEW Ford Popular, Newark grey, immediate delivery.—Coles Garages, Ltd., Ford Agents, 42, Worpole Rd., S.W.19. Wimbledon 0195. (C1054)

CONSUL with heater and Anglia de luxe, hide trim and heater, for immediate delivery.—A. A. Clark, Ltd., Ford dealers, Windsor 1130. (8508)

THE whole Ford range for immediate delivery.—British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.O.2. Temple Bar 5588. (N1027)

GEE CARS, Ltd., for Ford Sales & Service Garage, 60-62, Queensdown Rd., S.W.8. Mac. 3363, Showrooms: 169, Fulham Rd., Chelsea, S.W.3. Kni. 4733. (0625/R)

F. H. PEACOCK, Ltd., main Ford dealers, Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). (0096/R)

JOHN S. TRUSCOTT, Ltd., for excellent sales and service facilities; immediate or earliest delivery of all models. (N4035)

173, Westbourne Grove, London, W.11. Bayswater 4274.

NEW Anglia and Consul saloons from stock; list price.—Roe Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. (N4117)

JACK ROSE, Ltd., Ford stockists, various models in stock.—Stafford Rd., Wallington, Surrey, Wallington 6677; also High St., Banstead, Burch Heath 2576. (N3056)

A 1958 delivery can be secured now for your new Ford Anglia, Prefect or Popular saloon, Consul, Zephyr or Zodiac, full market value for your present car. (N1023)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (N2008)

EXPRESS MOTOR & BODY WORKS, Ltd., 150, Goswell Rd., London, E.C.1. Tel. Clerkenwell 4425.—Authorized dealers for all Ford car and commercial vehicles. (0393)

TRINITY CARS, Ltd., Ford dealers, offer immediate or early delivery of all the new models; let us have your enquiry.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and Service; Insurance—Showrooms, 130, Sandgate Rd., works and offices, 104, Ford Rd., Folkestone 51222 (3 lines). (0464/R)

FORD, early delivery all models: Ford Anglia de luxe saloon, black, heater; Ford Zephyr saloon, P.V.C. heater; Ford Zodiac saloons, choice of 2.—Brew Bros., Ltd., 135, Old Brompton Rd., S.W.7. Freemantle 3335. (N1035)

ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. A. Main Ford distributors, consult us for delivery of residential models overseas; enquiries welcomed.—Export Dept., Bri. 6451-2-3-4-5-6 (see also Allard). (0964/R)

FORD-AMERICAN AND CANADIAN

IMPERIAL MOTOR MART offer:—

NEW unregistered Ford Thunderbird, fixed head coupe, black, ivory top, every extra including detachable hard top, roof top, automatic radio, turbo slugs, heater, safety belts, etc.; offers.

IMPERIAL MOTOR MART, Jaguar Distributors for Gloucestershire, Royal Crescent, Cheltenham. Tel. 2065/6. (8713)

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CONCESSIONAIRES.

GOGGOMOBIL, Ltd., 93-95, Old Brompton Rd., S.W.7. Tel. Knightsbridge 7705-6-7-8. (0431/R)

JOHNSON & BROWN, distributors, immediate delivery all models, demonstrator available.—868-970, High St., Bromley, Ravensbourne 8841. (N2073)

CONNAUGHT ENGINEERING, England's largest distributor, new and used Goggomobil's sales, stock.—Portsmouth Rd., Send, Surrey. Ripley 3122. (0331/R)

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SOLE concessionaires for the U.K., U.S.A., Canada and South Africa for the astonishing Heinkel.

NOBLE MOTORS, Morris House, 1, Jermyn St., S.W.1. Tel. Trafalgar 1761-2-3. (0375/R)

N.W.10.—Your Heinkel agent; exchanges, cars, motor cycles.—Wilkesden 4869/3954. (N4017)

CLAUDE RYE, Ltd., for your new Heinkel: immediate delivery; exchanges welcomed.—995-921, Fulham Rd., S.W.6. Renown 6174. (0920/R)

COMERFORDS for Heinkel; other 5-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Orford House, Portsmouth Rd., Thames Ditton, Surrey. Esherbury 5531 (10 lines). (0906/R)

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NEW Hillman Minx, oyster grey/charcoal grey, immediate delivery.

A. & R. THOMAS, Central Garage, Keniston, Bedford. Tel. Keniston 2207. (0799)

NEW CARS FOR SALE

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NEWTONS OF WEMBLEY

EXCLUSIVE Rootes district dealers for prompt delivery all models, demonstration cars available; confidential credit facilities, full range on view; convertible, one only, finished in attractive colours.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [0796/R]

MCKINNON MOTORS, Ltd., offer:-

NEW Hillman Husky, pear grey, festa blue, immediate delivery.

NEW Hillman Minx saloon de luxe, pearl grey, calypso red, immediate delivery.

NEW Hillman Minx saloon de luxe, Manumatic, bucket seats, pearl grey, antelope, immediate delivery.

NEW Hillman Minx special saloon, black, red interior, immediate delivery.

ALL at list prices.

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [N3020]

PINNER-Ruislip-Northwood and adjacent district.

NEW Hillman range, immediate or early delivery.

NORTHWOOD HILLS MOTOR Co., Joel St., Pinner, Middlesex. Tel. Northwood 3271-2. Exclusive Rootes Group sales and service agents. [N5129]

HILLMAN Minx de-luxe saloon, early delivery.

Hounslow 9644. [N4106]

IMMEDIATE delivery Hillman convertible, thistle grey with red.

John Trigg, Ltd., Esher 2255. [N4086]

BARNET area.—Hillman main dealers.—Hadley Green

Garages, 202-204, High St. Barnet 0332. [0411/R]

GRAYS OF GUILDFORD.—New Jubilee Minx de

luxe, special, convertible and estate car now on view.—Tel. 2865. [0136/R]

HILLMAN Minx saloons, early delivery all models.

Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

JUBILEE Minx 3 pedal list and also Jubilee Minx

Manumatic at list price. Jubilee Minx convertible list price.—Hatch End 2341. [8872]

W6 New Hillman Minx Series II, immediate

delivery, choice of colours; demonstrations at any time.—Metropolis Garages, Ltd., 225/227, Hammer-smith Rd., W.6 Riverside 9071. [0897/R]

SMITH AUTO Co., Ltd., area dealers for Rootes

Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0388/R]

IMMEDIATE delivery, new Jubilee Hillman Minx

saloon de luxe; storm and lilac grey; list price.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0616. [7780]

MICHAEL CHRISTIE MOTORS for the beautiful

Alexander Minx, twin carb., 68bhp engine, Laycock overdrive on third and top, centre gear lever and revised coachwork; send for "Autocar" road test.

MICHAEL CHRISTIE MOTORS, Aylesbury 4727.

[N1004]

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SPINKS (TWICKENHAM), Ltd., distributors of Hudson, all spares and service.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7-8. [0478/R]

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NEWTONS OF WEMBLEY

EXCLUSIVE Rootes district dealers for prompt delivery all models, demonstration cars available; confidential credit facilities, full range on view; convertible, one only, finished in attractive colours.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [0792/R]

PINNER-Ruislip-Northwood and adjacent district.

NEW Humber range, immediate or early delivery.

NORTHWOOD HILLS MOTOR Co., Joel St., Pinner, Middlesex. Tel. Northwood 3271-2. Exclusive Rootes Group sales and service agents. [N5129]

BARNET area.—Humber main dealers.—Hadley Green

Garages, Ltd., 202-204, High St. Barnet 0332. [0412/R]

HUMBER.—Early delivery all models.—Brew Brothers,

Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

GRAYS OF GUILDFORD.—New Humber Super Snipe

automatic with bucket seats, grey/blue; £1,403/17. Tel. 2867. [0096/R]

SMITH AUTO Co., Ltd., area dealers for Rootes

Group, offer favourable delivery of the new Humber range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0867/R]

ISETTA

PASS & JOYCE, Ltd., England's largest B.M.W. Isotta

distributors, will be pleased to forward literature and arrange demonstration.—184-186, Great Portland St., London, W.1. Museum 1001; also 27, Peter St., Manchester. 2 [N3059/R]

DAVID HARRISON, Ltd.

The company in Scotland handling the incredible Isetta; immediate delivery from stock; colour selection available.—78/80, Haymarket Terrace, Edinburgh. Tel. Edinburgh 6686. [0861/R]

WALTER SCOTT, Ltd., Area dealer for N.W.3

terms, exchanges.—39, Collage Cres., N.W.3 (Swiss Cottage Tube). Fri. 4466. [N4006]

CLAUDE RYE, Ltd., for your new B.M.W. Isetta;

immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0927/R]

V&F

MONACO MOTORS.—B.M.W. Isetta official

retailers; immediate delivery; demonstration information.—353, Fulham Rd., London, S.W.10. Tel. Fulham 4536. [0547/R]

1958 de luxe r.h.d. models, immediate delivery

from stock, choice of colours; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Belgrave 3711. [N3045]

B.M.W. Isetta sales and service; immediate delivery

of this remarkable car; demonstration car available; deferred terms if required.—55, Cadogan Lane, S.W.1, Slo. 4126. [0801/R]

GODFREYS, Ltd.—Immediate delivery Isetta Run-

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HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER—1-3, Peter St. (Blackfriars 7843.) [0153/R]

HALL'S.

AREA dealers.

TRY us for Jaguars.

HALL'S, FINCHLEY, Ltd., 986, High Rd., North Finchley (Tally Ho) N.12. Hil. 1044. [0975/R]

SURREY.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Tel. Ripley 3124. [0329/R]

CHIPSTEAD MOTORS, Ltd.

ENQUIRIES invited for all models.—142, Holland Park Ave., W.11. Park 3445-6. [N1046]

JAGUAR—All models in stock.

SMITH'S MOTORS, Dovercourt. Tel. Harwich 701. [N4106]

ROWLAND SMITH'S for Jaguar.

PART exchanges any distance; self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford 62907-9. [0244/R]

CHALKWELL MOTOR Co., Ltd., for Jaguars.—City Club-on-Sea, Tel. Leigh-on-Sea 76247. [0344/R]

KJ MOTORS, Ltd., Jaguar main dealers for the Mk. VIII saloon, Bromley, Ravensbourne 3456. [0286/R]

FOR Jaguar cars in Oxford and Berkshire—City Motors, Gloucester St., Oxford 48021. [N1146]

WESTERN for Jaguars; early delivery 2.4, 3.4, Mk. VIII, XK models.

PROUD district distributors.

WESTERN MOTORS (BRISTOL), Ltd.

PARK Row, Bristol. Tel. 26304. [N4122]

MICHAEL CHRISTIE MOTORS—See and try the new 2.4, 3.4 and Mark VIII.—Aylesbury 4727. [N1094]

JAGUAR main dealers—Lex Garages, Ltd. (Wembley Court Motors), High Rd., Wembley. Wembley 8787. [0709/R]

JAGUAR, early delivery all models—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

NEW Jaguar Mark VIII automatic saloon, list: exchange car, caravan.—Mason Bros., Sheffield 20744. [0871]

KDM & CHERINGTON, Ltd., for Jaguars; terms and exchanges.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

MIKE HAWTHORN, Tourist Trophy Garage, Ltd., Farnham, Surrey. Main Jaguar Agents. Telephone Farnham 5363. [N4110]

W. T. RICHARDS (BEXLEYHEATH), Ltd., area dealers North Kent 20 years; sales, part exchanges, service specimens.—74-76, Broadway, Bexleyheath 1666. [0620/R]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0439/R]

DOVEMOUNT MOTORS, Ltd., Hawick, offer for immediate delivery, due to a cancelled order, one 1958 model 3.4 saloon, disc brakes and overdrive, grey with red upholstery.—Tel. Hawick 2356. [8711]

JENSEN

MICHAEL CHRISTIE MOTORS

BRITAIN'S largest Jensen specialists.

NEW 1958 Jensen 541R saloon soon.

NEW 1958 Jensen 541 de luxe saloon, ex. stock.

NEW 1958 Jensen 541 saloon, ex. stock.

MICHAEL CHRISTIE MOTORS, Aylesbury 4727. [N1094]

COOMBS & SONS (GUILDFORD), Ltd., are pleased to announce that they have been appointed distributors for Jensen cars for a very wide area; we have a demonstration car available and can offer very good delivery of some models from stock; we should be pleased to receive your enquiry for the Jensen 541, 541 de luxe or the Interceptor.

WE are the Jensen car distributors.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Tel. Guildford 62907-8-9. [0243/R]

JENSEN

NORTHWOOD MOTORS, Jensen distributors.—541, de luxe saloon, immediate delivery.—George St., Hull 33822. [5225]

LANCIA

LANCIA—For catalogue and details apply Lancia (England), Ltd., Lancia Works, Alpertown, Nr. Wembley, Middlesex. Tel. Perivale 5656. [0289/R]

JOHN S. TRUSCOTT, Ltd., for Lancia; the oldest agents in the U.K.; full details on request; demonstration car available.

Westbourne Grove, London, W.11. Bayswater 173 4274. [N4035]

JOE THOMPSON MOTORS, Ltd., officially appointed retailers for the United Kingdom.—91-95, Fulham Rd., S.W.3, Kensington 4858. [N4028]

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1957 new (unregistered) Lincoln Premiere convertible, every power-assisted extra.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 345, High Rd., Wembley. Tel. 5903/6691. [N4015]

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MAIN Distributors, Motors & Plant (Peterborough), Ltd., Newark Rd., Peterborough. Tel. 5555. [N3010]

MERCEDES-BENZ

LONDON.

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz, all models available; exchanges and terms.—12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [N4036]

KEITH GARAGES, Ltd., of Aylesbury.

OFFICIAL distributors for Bucks, Northants and Beds.—Tel. Aylesbury 3434-5. [0780/R]

SSEX distributors for Mercedes-Benz.

CAMBRIDGE MOTORS OF CHELMSFORD offer:—

IMMEDIATE delivery of the 220S saloons and 190SL roadster; prompt delivery of all models.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford. Tel. 4881, evenings Danbury 218. [N1149]

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B & K THOMAS, Ltd., 17-21, Loughborough Rd., West Bridgford, Nottingham. Tel. 82121 (3 lines). [0903/R]

BURNS STATUE GARAGE, Ayr 63388, main agents for Ayrshire.—Early delivery all models. [0481/R]

WORKING MOTORS, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8.

JOHN S. TRUSCOTT, Ltd. for Mercedes-Benz; retail and wholesale distributors.

FOR immediate delivery type 220S, 190SL and 190D—earliest delivery of all other models, including the new type 300SL Roadster, the world's most advanced super sports model with touring car luxury and comfort.

FULLST details on request; our own demonstration cars of most models are here for you to drive.

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GEORGE NEWMAN & Co. (BRIGHTON), Ltd., Sussex distributors, have available for immediate delivery:

220S saloon, Hydrac automatic clutch, grey and red tex leather, immediate delivery.

190SL sports coupe, silver and blue tex leather, immediate delivery.

220SC convertible coupe, grey with red leather, early delivery.

220A saloon, blue, grey tex leather, 9,000 miles, immaculate condition throughout.

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 39-40, Old Steine, Brighton 28102-4. [N3106]

HARTFORDSHIRE distributors, Welwyn Sales Depot, Ltd., Welwyn Garden City, Welwyn Garden 2345.—Write for full particulars. [0611/R]

SOMERSET, Gloucester and Wiltshire Distributors for Mercedes-Benz; demonstration cars available; brochure by return.

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 28763/25280. [0123/R]

MIDLAND Counties distributors, demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 2825 (4 lines). [0176/H]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0694/R]

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0928/H]

METROPOLITAN

METROPOLITANS, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016]

M.G.

UML

UNIVERSITY MOTORS, Ltd., sole London M.G. distributors, Stratton House, 80, Piccadilly, W.1. Tel. Grosvenor 4141. [0072/R]

ROWLAND SMITH'S for M.G.

EARLY delivery all models.

PART exchanges any distance; self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

MAYFAIR and West End agents, M.G. for immediate delivery.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952. [N3054]

DORKING MOTOR Co., Ltd., for early deliveries.—Dorking 2256. [N1088]

NEW CARS FOR SALE

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ZB Magnette, new, immediate delivery.—Toulmin Motors, Hou. 3456. [0539/R]

NEW M.G. A coupe, immediate delivery; saloons, very early delivery.
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F. L. CRANMORE, Ltd., for early delivery of M.G. Magnette.—Tel. Potters Bar 2040. [N1062]

MOORE'S PRESTO MOTOR WORKS, Ltd., Croxford 6004. Retail dealers, sales, spares, service. [0200]

JACK ROSE, Ltd., M.G. stockists; early delivery Magnette and M.G. A.—Stafford Rd., Wallington, Surrey. Wallington 6677; and Burgh Heath 2376.

MEBES & MEBES, Ltd. (Est. 1893).—M.G. specialists for early delivery of all models; part exchange facilities.—The Broadway, Mill Hill, N.W.7. Mill 2040. [N5012]

WILSONS, the friendly M.G. agents, offer immediate delivery of red or white M.G. A sports or blue M.G. A hard top, and early delivery of Magnette and Varitone.

OPEN 9-9 week-days, 9-5 Saturdays, Sundays (for viewing only) 9-4.—36-38, Acne Lane, S.W.2 [N4095]

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BASIL ROY, Ltd.—London distributors; inspection invited; sales, service and spares.—161, Great Portland St., W.1. Langham 7735. [0510/R]

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R]

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NEW Morris Oxford finished in grey with red interior; list price.
NEW Morris Minor Traveller finished in grey with red interior; list price.—132, Whitechapel Rd., Bishopsgate 3395. [N1159]

ROWLAND SMITH'S for Morris.

PART exchanges, self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

N.W.10.—Your Morris agent; exchanges, cars, motor cycles.—Willenden 4669/3934. [N4017]

DORKING MOTOR Co., Ltd., for early delivery all models.—Dorking 2256. [N1089]

F. L. CRANMORE, Ltd., for early delivery of all Morris models.—Tel. Potters Bar 2040. [N1062]

BASIL ROY, Ltd.—Early delivery all models.—161, Great Portland St., W.1. Lan. 7735. [0169/R]

JACK ROSE, Ltd., Morris stockists and agents.—High St., Banstead, Burgh Heath 2376. [N3056]

FOREST Hill and Sydenham—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 8351-2. [N2115]

IMMEDIATE delivery Morris Oxford saloon, list price only 9-4.—1-5, Dorking Rd., Epsom 3901. [N4085]

SURREY MOTORS, Ltd., Morris retail dealers for cars and light commercial, repairs spares.—High St., Sutton, Vigilant 4444. [0711]

KDM & CHERRINGTON, Ltd., for Morris: terms and exchanges.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

A new early delivery for 1958 can be secured now for your new Morris Minor or Oxford saloon; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 9 a.m.—6 p.m. [N2009]

LANKASTER ENGINEERING Co., Ltd., have a wide selection of new cars available, exchange and deferred terms.—39-43, Eden St., Kingston-on-Thames 3151-6. [0435/R]

LYTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Morris agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lytelton Rd. (A.1.), N.2. Speedwell 3500/3550. [0622/R]

WILSONS, the friendly Morris agents, offer demonstrations and early delivery of all models, including light commercials; open 9-4 week-days, 9-6 Saturdays, Sundays (to view only) 9-4.—36-38, Acne Lane, S.W.2. Brixton 4011. And 1-3, Dorking Rd., Epsom 3901. [N4085]

CHAIN OF EALING, for your Minor, Oxford or Isis; orders being accepted for delivery Jan. Feb. Any make of car welcomed at full value in exchange; demonstration Minor and Oxford available for tests; we will gladly call and value your part-exchange, distance no object.—Perivale 4404. [N1045]

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NASH

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0562/R]

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SOLE distributors for the U.K. Lex Garages, Ltd., 2, Lexington St., Piccadilly, W.1. Gerrard 8600, and FORTY Avenue, Wembley, Middx. Arnold 3970.

SPECIALISTS in American cars of all makes [0576/R]

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55 17mpg.—Dyna wins Mobilgas economy run! 85 mph, 6 seats, performance like 20hp. Incredible roadholding, unrestricted legroom.—Why?—Literature from Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 6159. Export visitors, forces—free of taxes. [N4100]

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TOM KNOWLES, PEUGEOT specialists since 1938.—19, Brick St., Piccadilly, W.1. Grosvenor 3673/4. [0696/R]

DISTRIBUTORS PEUGEOT, Ltd., sole concessionaires for Great Britain and Northern Ireland, 127, High St., Croydon. Tel. Croydon 7215. [0591/R]

BALLAMY'S GARAGE, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [5169]

PANTILES SERVICE GARAGE, Ltd., Guildford 5336.—Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery. [N5035]

LOCKHART'S offer immediate deliveries, applications for representation invited from dealers in Bedfordshire, Buckinghamshire and Hertfordshire; territories available.—12-16, Chiltern Rd., Dunstable. Tel. 114. [N5122]

PONTIAC

PONTIAC main agents, sales, repairs and service.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, 345, High Rd., Wembley 8691/5903. [N4015]

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7750-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

RELIANT

SEVERAL models of new Reliants for immediate delivery.

KINGS MOTORS (OXFORD), Ltd., New Rd., Oxford 48456-9. [8892]

CLAUDE RYE, Ltd., for your new Reliant; earliest delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0930/R]

RENAULT

SURREY

RENAULT Sales and Service.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send Tel. Ripley 3122. [0327/R]

FRED GUY for new Renaults; terms and exchanges.—190, King St., W.6. Riverside 3131. [0085/R]

BARNEHURST GARAGE, Ltd.—Renault distributors for Kent; immediate delivery of all models.—1-5, Barnehurst Rd., Bexleyheath 725. [0942/R]

WELHAM, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909. [N4070]

METROPOLIS GARAGES, Ltd., for immediate delivery of your new Dauphine and 750 saloons.—45, Ears Court Rd., Kensington, W.8. Wes. 4544. [0626]

WILSONS, the friendly Renault agents, offer immediate delivery of 750 and Dauphine models; open 9-4 week-days, 9-6 Saturdays, Sundays (to view only) 9-4.—1-5, Dorking Rd., Epsom 3901. [N4085]

DAUPHINES, latest 1958 models, immediate delivery from stock, choice of colours; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [N5045]

RENAULT sales and service; Dauphines with automatic transmission and standard transmission for immediate delivery.—Witcher & Sons, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0616/R]

AUTO SALES (LONDON), Ltd.—North London distributors for Renault, can give early delivery of the 2-litre Freange and 750 saloons; we give the best in sales and service.—59-65, Belzard Rd., N.W.6. Tel. Mai. 5555. [0110/R]

RILEY

HAVE you tried the Riley 2.6 with automatic drive?

If not, ring Wilsons, Brixton 4011 for a thrilling demonstration, or call at our magnificent new showrooms at 36-38, Acne Lane, S.W.2. [N4085]

JOHN S. TRUSCOTT, Ltd., for your Riley; excellent sales and service facilities.

173, Westbourne Grove, London W.11. Bayswater 4274. [N4035]

1.5—Inspect and drive this new Riley at our showrooms; early delivery in rotation on orders.

2.6—Inspect and drive this new Riley; also immediate or early delivery, depending on specifications.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

RILEYS, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N5018]

AREA dealers for Riley cars; orders taken now for the magnificent 2.6 with or without automatic; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. [0765/R]

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [0520/R]

ORGANS OF OXFORD, officially appointed retailers and service specialists.—Banbury Rd., Oxford, Tel. 59613-4. [0264]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Regent 8822. [0139]

ROVER

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-8. [0845/R]

ROVER

HENLYS, England's leading motor agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY House, 385, Euston Rd., N.W.1. (Euston 0154/R)

DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries.—Dorking 2256. [N1089]

CHALKWELL MOTOR Co., Ltd., for Rovers.—West-cliff-on-Sea. Tel. Leigh-on-Sea 78247. [0345/R]

ROVER 75, 90, and 105 R saloons from stock.—St. Johns Motors, Ltd., Regent Rd., Ot. Farnmouth 4444. [5943]

MICHAEL CHRISTIE MOTORS—See and try the new 105S without obligation.—Aylesbury 4727. [N1094]

BEXHILL—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd., Tel. 2352-3. [0951/R]

BASIL ROY, Ltd.—Rover 105R de luxe from stock.—151, Great Portland St., W.1. Tel. Langham 7735. [0168/R]

SOUTHAMPTON distributors for all Rover models and spares.—South Western Garage, Marsh Lane, Tel. 22313. [0201/R]

ODEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Rover specialists.—Tel. Barnet 1144. [3028/R]

KJ MOTORS, Ltd., North-west Kent's leading Rover area dealers.—Bromley, Ravensbourne 3456. [0287/R]

ROVER 60, black, with blue upholstery, as per list price.—Central Garage, Chase Side, Enfield. Tel. Enfield 6636-7-8. [0117]

ROVER 60 and 90; immediate delivery.—Davies Car Centre, 22/24, Horn Lane, Acton. Tel. Acton 6731. [N1120]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., retail dealers for Rover cars; part exchanges.—74-78, Broadway, Bexleyheath 1666. [0035]

METROPOLIS GARAGES, Ltd., for early delivery of your 90, 105R, 105S saloons.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0107]

KDM & CHERRINGTON, Ltd., for Rovers; terms and exchanges.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

LAYHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 105s and 90 models.—Caterham 2384. [0924/R]

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Acne of "Herts" Garage, Watford 4028. [0752/R]

R. P. POWELL (MOTORS), Ltd., East London area dealers, inquiries invited for all Rover models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0457/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. B1a. 3502. [0656/R]

LAND-ROVER

DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries all models.—Dorking 2256. [N1089]

ODEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Land-Rover specialists.—Tel. Barnet 1144. [N5028]

NEW short wheelbase Land-Rovers, both petrol and diesel, for immediate delivery.—Epps Bros., Epsom 5551. [N2122]

HARVEY HUDSON Ltd., the nation-wide Land Rover specialists have Petrol and Diesel models for immediate delivery.—South Woodford, London, E.18. Wanstead 6644. [N2039]

SIMCA

SIMCA

FOR the discerning motorist.—N. Essex distributors, Bucknell & Merchants, Colchester. Tel. 5708-8. [0618]

FIAT (ENGLAND), Ltd., Water Rd., Wembley Tel. Perivale 5651.

SOLE concessionaires in Great Britain and Northern Ireland for Simca.

SPARES and service, distributors and dealers throughout the country. [0175/R]

H. C. PAUL, Ltd., 31, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N5060]

MILESTONE (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange; terms.—308, Erith Rd. Bexleyheath. Erith 2469 and 2629. [0109/R]

SINGER

WM

WELBECK MOTORS, Ltd., largest Singer dealers in the country; constantly at your service.

WELBECK MOTORS, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1133. [N4049]

SHALLISS for new Singers.—Whitliffe Station, Surrey Uplands 5987. [N4116]

FULL range of models on show and for trial at the 100% Singer specialists.

AUTOMENDERS, Ltd., Lowther Garage, Ferry Rd. Barnes, S.W.13. Riverside 6291. [0757/R]

WATFORD and West Herts Singer distributors.—D. S. Moss & Sons, Ltd., Watford, Tel. 3871. [0477/R]

NEW CARS FOR SALE

SINGER

CROYDON.—H. Harmer Car Sales, Ltd., dealers.
444-8, Brighton Rd., South Croydon. [0681/R]

GUILDFORD.—Stanley Godfrey & Co., Oneal St.
Tel. 67269, for immediate delivery Giaselle
convertibles and saloons. [0068/R]

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane,
Harrow, Tel. 6225-6.—Area dealers for Singer
cars; prompt delivery of all models. [0052/R]

SKODA

AUTOMOTIVE & MARINE, Ltd., sole concessionaires
for United Kingdom, Northern Ireland and the
Channel Islands.—Model 8440 and 8445, immediate de-
livery.—Crown Garage, Albany St., Euston 1032-3
[N1144]

STANDARD

HALLS.

AREA main dealers for Standard.

ALL models on view, for immediate or early de-
livery.
DEMONSTRATIONS and part exchanges.

HALLS (FINCHLEY), Ltd., 886, High Rd., North
Finchley (Tally Ho), N.12, Hil. 1044. [0973/R]

ROWLAND SMITH'S for Standard.

EARLY delivery all models.

PART exchanges, self-financed terms; open 9-7 week-
days and Saturdays.—Rowland Smith, Hampstead
(Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to
inspect the full range of Standard cars that are
available for immediate delivery.

BERKELEY Sq., London, W.1. Gro. 4343. [0004/R]

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nicholl
Ltd.)

EXCLUSIVE Standard retail dealers, models for
immediate delivery; h.p. terms and part exchanges
arranged.—Kingston By-Pass, Tolworth, Surbiton,
Surrey, Derwent 1122. [0889/R]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane,
Crouch End, N.8, Mountview 4401 offer:—

STANDARD 8, in shoal green, list price. [N2058]

WILSONS, the friendly Standard agents, offer
prompt delivery of the Pennant and Ensign models.

IN stock at Brixton: 1958 Standard 8, Vanguard
saloon (cream), estate car (blue/grey) and Sports-
man; open 9-9 week-days, 9-6 Saturdays; Sundays (to
view only) 9-4, 36-38, Acce Lane, S.W.2, Brixton
4011. And 1-3, Dorking Rd., Epsom 3901. [N4085]

N.W.10.—Your Standard agent; exchanges, cars,
motor cycles. Willesden 4869/3954. [N4017]

LANKESTER ENGINEERING Co., Ltd., 39/43, Eden
St., Kingston 3151-8

DISTRIBUTORS in Surrey since 1911; can give
immediate delivery of all models and have demon-
stration cars available for trial. [0129/R]

FOREST Hill and Sydenham.—Hillier Motors, Ltd.,
144, Dartmouth Rd., S.E.26, For. 9351-2. [N2115]

IMMEDIATE delivery, new Ensign and 10 h.p. saloons,
list price.—Kings Motors, 1, High St., Hounslow
2532 & 2559. [N2049]

IMMEDIATE delivery Standard Ensign and 10hp
saloon, early delivery all models.—Kirkdale Cars,
Kirkdale, Sydenham, S.E.26, Sydenham 6129. [N2068]

KJ MOTORS, Ltd., North-west Kent's leading
Standard, Triumph area dealers.—Bromley,
Ravensbourne 3456. [0484/R]

STANDARDS, all models.—Enquiries to Motourists
(London), Ltd., Gt. North Rd., East Finchley
Station, N.2, Tudor 2301-2. [N3018]

STANDARDS, immediate delivery, all models.—Davies
Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn
6731. [N1120]

JOHN S. TRUSCOTT, Ltd., for good Standard sales
and service facilities; earliest deliveries of all
models. Westbourne Grove, London, W.11. Baywater
173. 4274. [N4035]

IMMEDIATE delivery Standard Companion Estate car;
early delivery other models.—Kirkdale Cars, Kirk-
dale, Sydenham, S.E.26, Sydenham 6129. [N2068]

SUTTON, Surrey.—Read Car Co., Ltd., Brighton
Rd., Sutton, the Standard and Triumph agents.—
Vigilant 8978 and 8403. [0536/R]

EVANS & O'MALLEY, Standard and Triumph
dealers, immediate delivery most models.—Lowden
Sq., W.1. Sloane 1353/1709. [0247]

A 1958 delivery can be secured now for your new
Standard Eight or Ten, Ensign, Vanguard de luxe
or Sportsman; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Bdy., London, N.W.2, Gladstone 2234.
Open weekdays 8 a.m. to 6 p.m. [N2008]

CARR'S AUTO SALES, Ltd., Standard House, South
End, Croydon, Cro. 6088. Standard and Triumph
main distributors in areas of Surrey and Kent. [0493/R]

W. T. RICHARDS (BEKLEYHEATH), Ltd., 0026/R
dealers North Kent 25 years; sales; part ex-
changes; service specialists.—74-78, Broadway, Bekley-
heath 1668. [0935/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385-7, Euston
Rd., N.W.1, Euston 4444. Spares for all models.
Gulliver 4141. Hawley Crescent, Camden Town, N.W.1.
[0090/R]

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes district dealers; prompt delivery
of the famous rally proved Sunbeams; demonstra-
tions; confidential credit; new Sunbeam Rapier saloon,
one only, finished in attractive colours.

NEWTONS OF WEMBLEY, Newmans Corner, Wembley
Park (opposite Wembley Town Hall), Arnold
5250. [0771/R]

SUNBEAM

PINNER—Ruislip-Northwood and adjacent district.

NEW Sunbeam range, immediate or early delivery.

NORTHWOOD HILLS MOTORS Co., Josi St., Pinner,
Middlesex. Tel. Northwood 3271-2. Exclusive
Rootes Group sales and service agents. [N5129]

NEW Sunbeam Rapier saloons; immediate delivery.

GIBBONS SPORTS CARS (CHRISTCHURCH), Ltd.,
Lyndhurst Rd., Christchurch, Hants. Tel. High-
cliff 2275. [N2109]

BARNET area.—Sunbeam main dealers.—Hadley
Green Garages, Ltd., 202-4, High St., Barnet 0352.

SUNBEAM, early delivery all models; Sunbeam Rapier
saloon, choice of 2.—Brew Bros., Ltd., 135, Old
Brompton Rd., S.W.7, Fremantle 3333. [N1085]

GRAYS OF GUILDFORD.—Mk. III Rapiers, choice
of six colours, and 908, immediate delivery.—Tel.
2887. [0057/R]

SUNBEAM.—Smith Auto Co., Ltd., area dealers for
Rootes Group, offer early delivery of Sunbeam
models.—145, London Rd., Croydon, Croydon 2115.
(3 lines.) [0869/R]

TRIUMPH

HALLS.

AREA main dealers for Triumph TR3 disc brake
model, for immediate delivery.

HALLS (FINCHLEY), Ltd., 886, High Rd., North
Finchley (Tally Ho), N.12, Hil. 1044. [0974/R]

ROWLAND SMITH'S for TR3.

EARLY delivery all models.

PART exchanges self-financed terms; open 9-7 week-
days and Saturdays.—Rowland Smith, Hampstead
(Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer im-
mediate delivery TR3 models; demonstrations and
part exchange arranged.

BERKELEY Sq., London, W.1. Gro. 4343. [0840/R]

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nicholl,
Ltd.)

EXCLUSIVE Triumph retail dealers, early or im-
mediate delivery; demonstrations and part exchanges
arranged.—Kingston By-Pass, Tolworth, Surbiton,
Surrey, Derwent 1122. [0890/R]

TRIUMPH TR3, immediate delivery, choice of colours;
exchanges and deferred terms.

LANKESTER ENGINEERING Co., Ltd., 80/83, Vic-
toria Rd., Surbiton, Elm. 1184-5. [0060/R]

WILSONS, the friendly agents, offer early delivery
of Triumph cars.—36-38, Acce Lane, S.W.2

A 1958 delivery can be secured now for your new
TR3 sports, full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Bdy., London, N.W.2, Gladstone 2234.
Open weekdays 8 a.m. to 6 p.m. [N2008]

TRIUMPHS, all models.—Enquiries to Motourists
(London), Ltd., Gt. North Rd., East Finchley
Station, N.2, Tudor 2301-2. [N3018]

CARR'S AUTO SALES, Ltd.—Standard House, South
End, Croydon, Cro. 6088.—Standard and Triumph
main distributors in areas of Surrey and Kent. [0493/R]

VAUXHALL

BENHILL for Vauxhall and Bedford.

CRESTA, Velox and Victor models; choice of all
colours; early or immediate delivery.

BENHILL MOTORS, Ltd., Bedford House, High St.,
Sutton, Surrey, Virgate 6152. [N1140]

VAUXHALL, Cresta, Velox and Victor.

LENDRUM & HARTMAN, Ltd., Buick House, Albe-
marle St., W.1, Hyde Park 7121.

PARTS and service: Old Oak Lane, N.W.10, Elgar
7911. [0370/R]

VAUXHALL cars.—Shaw & Kilburn, Ltd., Show-
room:—

4-6, Berkeley Sq., W.1. Grosvenor 4328. [7781]

PARTS and service.—Western Ave., W.3, Acorn 4641.
[0025/R]

POPE'S OF FINCHLEY, Ballards Lane, London, N.3,
part Your main dealers.—Fin. 0113-7. [N902/R]

PAGE MOTORS, Ltd., Vauxhall area dealer, for
Epsom and Ewell.—Epsom 9891-2-3. [N3117]

KJ MOTORS, Ltd., Vauxhall main dealers; Victors
immediate delivery. Bromley.—Ravensbourne
3456. [0221/R]

WILSONS, the friendly agents, offer immediate de-
livery Vauxhall Victor.—36-38, Acce Lane, S.W.2,
Brixton 4011. [N4085]

LAYHAMS OF CATERHAM, leading Vauxhall dealers,
for East Surrey, offer Victor and Victor Super
from stock.—Caterham 2384. [0281/R]

VAUXHALLS, all models.—Enquiries to Motourists
(London), Ltd., Gt. North Rd., East Finchley
Station, N.2, Tudor 2301-2. [N3018]

IMMEDIATE delivery Vauxhall Victor Super Saloon,
shantung beige; list price.—Arnotts Garages, Ltd.,
Grange Rd., Willesden Green, N.W.10, Willesden 0161.
[0281/R]

LYTTELTON GARAGE, Ltd., Hampstead Garden
Suburb, official Vauxhall agents.—Quick deliveries;
part exchange, yearly contracts, specialised service.—
Lytelton Rd. (A.1), N.2, Speedwell 3530 3550. [0023/R]

HAMILTON MOTORS (LONDON), Ltd., main agents,
Cresta, Velox, Victor—all models for immediate
delivery; hire purchase; part exchanges welcomed.—
466-490, Edgware Rd., London, W.2, Call, write or
Tel. Paddington 0022. [N2032]

KEITH & BOYLE, Terminal House, 80, Clapham Rd.,
London, S.W.9, offer, subject to being unsold, 1957
Velox and Cresta cars fitted with the newly designed
engines; also, immediate delivery available of Vauxhall
Victors with a choice of colours. [0808/R]

VOLKSWAGEN

VW MOTORS, Ltd., Byron House, 7-9, St. James's
St., London, S.W.1, Whl. 9501. Sole con-
cessionaires Great Britain and Northern Ireland.
Cars available for early delivery. [0648/R]

THE VOLKSWAGEN CENTRE for all enquiries and
demonstrations; hire purchase arranged; overseas
enquiries welcomed; U.K. distributors of fibre glass
shelves and collapsible roof racks for Volkswagens;
official petrol economiser kits now available; the
original distributors with 10 years' experience.

VOLBORNE GARAGE, Ltd., Ripley, Surrey, Tel.
C Ripley 2361; and Colborne Garage (Kent), Ltd.,
Manston, Tel. Manston 236. [0017/R]

SUSSEX distributors.—Prestwick (Hove), Ltd., St.
John's Rd., Hove, Tel. 54037-8. [0190/R]

LIVERPOOL Main Agents, Liggett's Garage, Aintree
2935.—Earliest delivery all models. [N3119]

BRADSTOCK MOTORS, Ltd., Chase Rd., Epsom.
Official area dealers. Epsom 5696-7. [N1090]

CROYDON.—H. Harmer Car Sales, Ltd., area dealers;
444-8, Brighton Rd., South Croydon. Uplands
8629. [0127/R]

WATFORD, West Herts and North London Volkswa-
gen agents.—D. S. Moss & Sons, Ltd., Watford
2671. [0068/R]

HANTS and Dorset distributors, sales, service, spares.
—Modern Light Cars, Ltd., Lodge Rd., Southamp-
ton, Tel. 22528.

EUROPEAN CARS, Ltd., distributors for London
Western districts; early delivery; demonstrations;
exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7, Fre. 7722.
[0900/R]

BUCKINGHAMSHIRE distributors, sales, spares, ser-
vice.—Keith Garages, Ltd., Bicester Rd., Aylesbury,
Tel. Aylesbury 3434 5. [0762/R]

DISTRIBUTORS, Devon, Cornwall and Somerset;
demonstration models.—Lisborne Garage, Babbin-
combe Rd., Torquay 7041. [0785]

JOHNSON & BROWN offer Volkswagens for immediate
delivery.—268-270, High St., Bromley, Ravens-
bourne 8641. [N2073]

N.W. LONDON authorised dealers; early delivery;
demonstration any time, exchanges, terms.—
Walter Scott, Ltd., 39, College Crescent, N.W.3,
(Swiss Cottage Tube.) Pri. 4466. [N4006]

SOUTH-LONDON: All enquiries for sales and enthusi-
astic service; 1958 (new model) saloons and com-
mercial vehicles for immediate/early delivery; latest
demonstration car available.

ELM AUTO SALES, 66-68, Hatfield Rd., Wimbled-
on, S.W.19, Cherrywood 1615. V/W Area Dealers.
[067067]

DAVIES MOTORS, Ltd., official distributors, demon-
stration cars available; latest models on display;
full service and spares facilities; open on Saturday
afternoon.—554, London Rd., Ashford, Middx. Ashford
3671-2. [N1080]

CROYDON.—Donald Vince & Co., Ltd., saloons from
stock, transporters early delivery; demonstrations
gladly; terms, exchanges; full service and spares fa-
cilities.—158-162, London Rd., Croydon. Tel. 5775
1147-8. [0541/R]

V&F MONACO MOTORS for Volkswagens; early
delivery saloons, early delivery vans, pick-
ups; terms, exchanges.—Showrooms: 363, Fulham Rd.,
London, W.10. Tel. Flaxman 4556. Service: 6,
Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester
Rd. Stn.). Tel. Fremantle 4414. [0851/R]

WOLSELEY

H. BEART & Co., Ltd.

WOLSELEY distributors.

WILL be pleased to supply full details and arrange
demonstrations of these superb new Wolseleys;
h.p. terms, one-third deposit and part exchanges.—
103, London Rd., and High St., Kingston-on-Thames
and Kingston 3348. [N1081]

CROFTON GARAGES, Ltd.

NEW Wolseley 15/50, black with red interior, fitted
Manual clutch; list price.—132, Whitechapel
Rd., Bishopsgate 3393. [N1159]

ROWLAND SMITH'S for Wolseley.

EARLY delivery all models.

PART exchanges, self-financed terms; open 9-7 week-
days and Saturdays.—Rowland Smith, Hampstead
(Tube), N.W.3, Hampstead 6041. [0536/R]

WOLSELEY 15/50, green; new list price.—Ashford,
Middx, 2084. [N2132]

FOREST Hill and Sydenham.—Hillier Motors, Ltd.,
144, Dartmouth Rd., S.E.26 For. 9351-2. [N2115]

DORKING MOTOR Co., Ltd., main dealers for
favourable deliveries all models.—Dorking 2256.
[N1086]

WOLSELEY—Early delivery all models.—Brew
Brothers, Ltd., 133, Old Brompton Rd., S.W.7,
Fremantle 3333. [N1085]

KDM & CHERRINGTON, Ltd., for Wolseleys;
terms and exchanges.—9, Albemarle St.,
W.1, Grosvenor 5531. [N2054]

A 1958 delivery can be secured now for your new
6/90 saloon, rotational deliveries on 1500 saloons,
full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Bdy., London, N.W.2, Gladstone 2234.
Open weekdays 8 a.m. to 6 p.m. [N2008]

JACK ROSE, Ltd., Wolseley stockists and agents.—
Stanford Rd., Wallington, Surrey. Wallington 6677.
also Burgh Heath 2376. [N3056]

MEBES & MEBES, Ltd. (Est. 1893).—Wolseley
specialists for early delivery of all models; part
exchange facilities.—The Broadway, Mill Hill, N.W.7,
Mil. 2040. [N3012]

WOLSELEY Cars.—Wessner Motors, Ltd., Andover,
Salisbury, Tel. 3275 and Winchester,
Tel. 5555; very reasonable delivery all models; part
exchanges, etc.; demonstration cars available. [N4067]

NEW CARS FOR SALE

WOLSELEY

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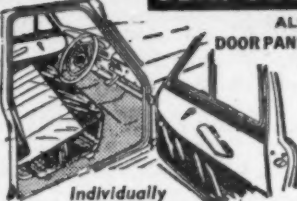
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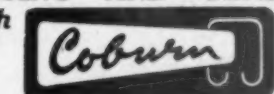
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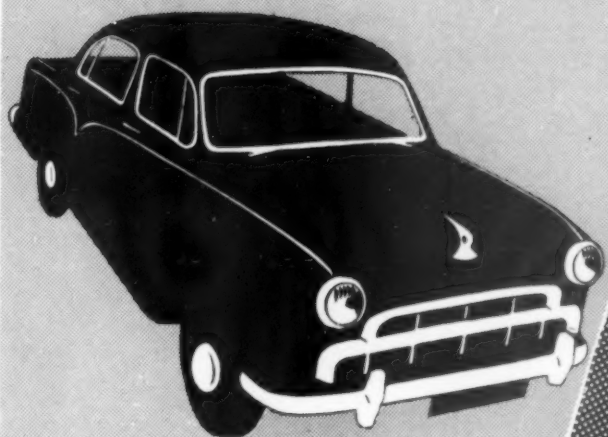
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